

September 2, 2005

Dr. David Manning Ph.D.
Regional Administrator
Department of Transportation
National Highway Traffic Safety Administration
Western Region
201 Mission Street, Suite 2230
San Francisco, CA. 94105

Dear Dr. Manning:

Talofa lava, and warm greetings from American Samoa. Attached for your perusal review is American Samoa's Fiscal Year 2006, Highway Safety Plan (HSP).

The content of this report includes American Samoa's DPS Organizational Chart, Certification and Assurances, Performance Report, Performance Plan and the FY 2006 Narrative Budget. American Samoa plans to continue its campaign against drunk driving, youth alcohol, and pedestrian safety. The Office of Highway Safety will especially concentrate its resources on seatbelt and CPS usage, and the upgrading of American Samoa's traffic records system.

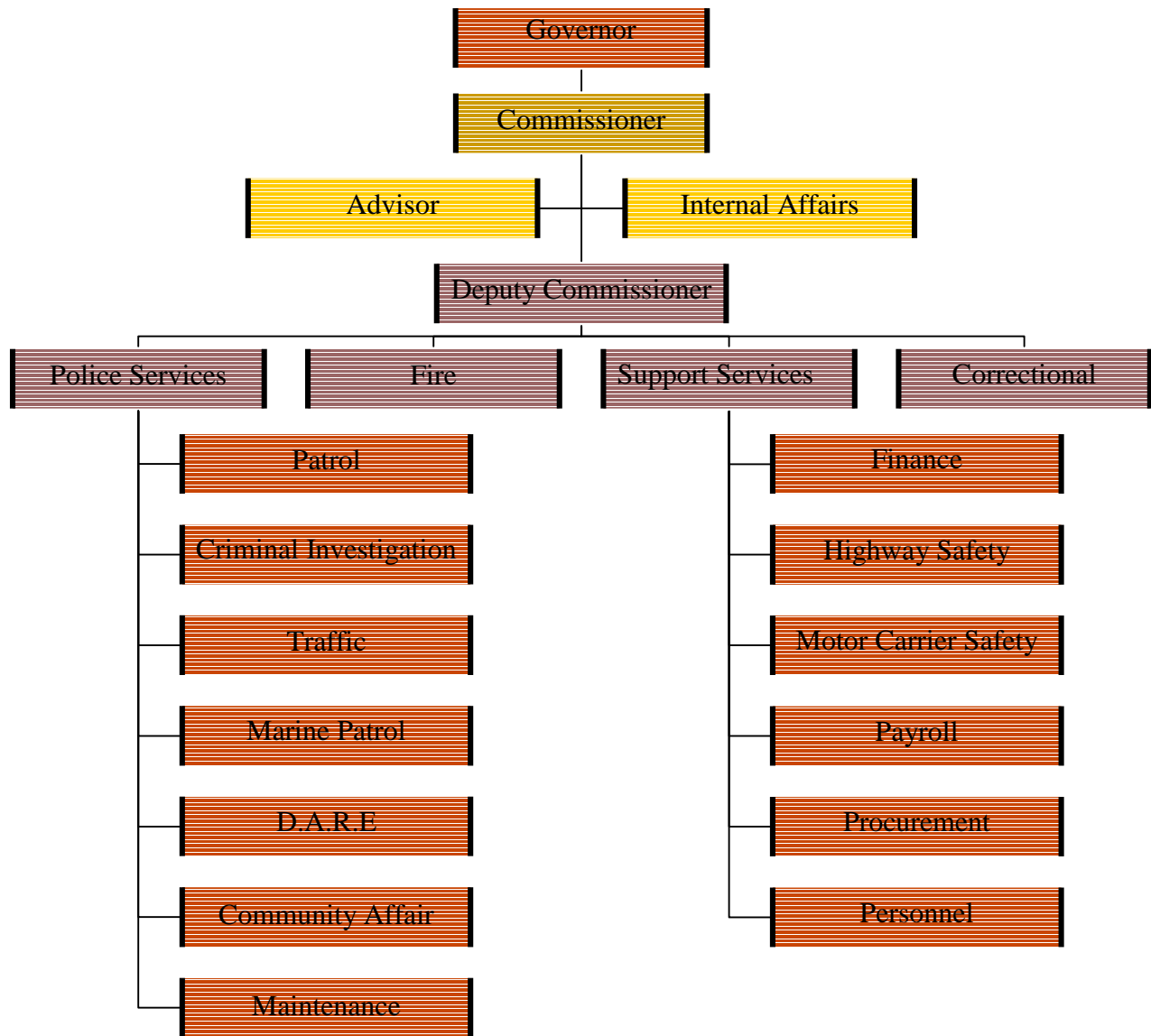
I hope that your review finds American Samoa's FY 2006, Highway Safety Plan satisfactory and meeting all DOT/NHTSA requirements. Thank you, for your continued support of our highway safety programs.

Sincerely,

PC SOTOA M.S. SAVALI
Commissioner of Public Safety
Governor's Representative

ATTACHMENTS

**DEPARTMENT OF PUBLIC SAFETY
ORGANIZATIONAL CHART**



Highway Safety Contacts

Honorable Togiola T.A. Tulafono
Governor
American Samoa
(684)633-4116

PC Sotoa M.S. Savali
Commissioner of Dept. Public Safety
Governor's Highway Safety Representative
(684)633-1111

Acting Cmdr. Terry Letuli
Head Support Services Bureau
Coordinator Office of Highway Safety
Department of Public Safety
(684)633-1111

Mrs. Alapasa Tuato'o
Grants Analyst
ASG Department of Treasury
(684)633-4155

Sgt. Ioasa Pese
Occupant Protection Manager
Department of Public Safety
(684)633-1111

Mrs. Priscilla Aukuso
Financial Officer/CPS Tech.
Department of Public Safety
(684)633-1111

Sgt. Ray Noa
Acting Traffic Supervisor
Department of Public Safety
(684)633-1111

EMS Chief Fuapopo Avegalio
Head Emergency Medical Services
LBJ Tropical Medical Center
(684)633-5003

Mr. Fred Scanlan
OHS Statistician/IT Technician
Department of Public Safety
(684)633-1111

Mrs. Faleosina Voigt
Highway Division
Department of Public Work
(684)633-4141

Mrs. Marie Ripley
Office of Motor Vehicle Manager
Department of Public Safety
(684)699-9199

Revised 7/00

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 of the USC 402(b) (1) (C)), unless this

requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted --
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING:

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, sub-grants, and contracts under grant, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING:

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., “grassroots”) lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the

proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters—Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2003 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

PC Sotoa M.S. Savali
Commissioner Department of Public Safety
Governor's Representative for Highway Safety

Date

PERFORMANCE REPORT

Background Information

The Territory of American Samoa is a group of seven islands that came under the United States control in 1900, with the signing of the Treaty of Cession. The largest inhabited island is Tutuila, where the capital city of Pago Pago is situated. The population of the islands is estimated at 57,291 with 97.6% residing on the island of Tutuila.

The Traffic Laws of American Samoa are enforced by the Department of Public Safety (DPS), under the direction of the Commissioner of Public Safety, who is appointed by the Governor and approved by both houses of the Legislature (Fono). The Commissioner of Public Safety is the designated Governor's Highway Safety Representative. The Office of Highway Safety, (OHS) is under the direction of the Highway Safety Coordinator.

The OHS Coordinator reports directly to the DPS Commander of the Support Services Bureau, who incurs reports to the DPS Commissioner/Governor's Highway Safety Representative. All highway safety programs are coordinated and monitored by the Office of Highway Safety. The Office of Highway Safety is presently coordinating and monitoring activities and projects funded under the Highway Safety Section 402 Grant, Section 405(a) Occupant Protection Incentive Grant, Section 411 Traffic Records Data Improvement Incentive Grant and the Section 2003(b) Child Passenger Safety Incentive Grant.

The Office of Highway Safety is presently implementing nine (9) highway safety programs including four (4) incentive grants to address problems relating to American Samoa's Traffic Safety or Highways. The Office Highway Safety affected the following Highway Safety Programs in FY 2005 and will continue the same Highway Safety Programs for FY 2006:

Highway Safety Programs

PA	03-01	Planning and Administration
AL	03-02	Alcohol Enforcement
EM	03-03	Emergency Medical Services (EMS)
OP	03-04	Occupant Protection
PS	03-05	Pedestrian Safety
PT	03-06	Police Traffic Services
RS	03-07	Roadway Safety
SA	03-08	Safe Communities
TR	03-09	Traffic Records
YA	03-10	Youth Alcohol

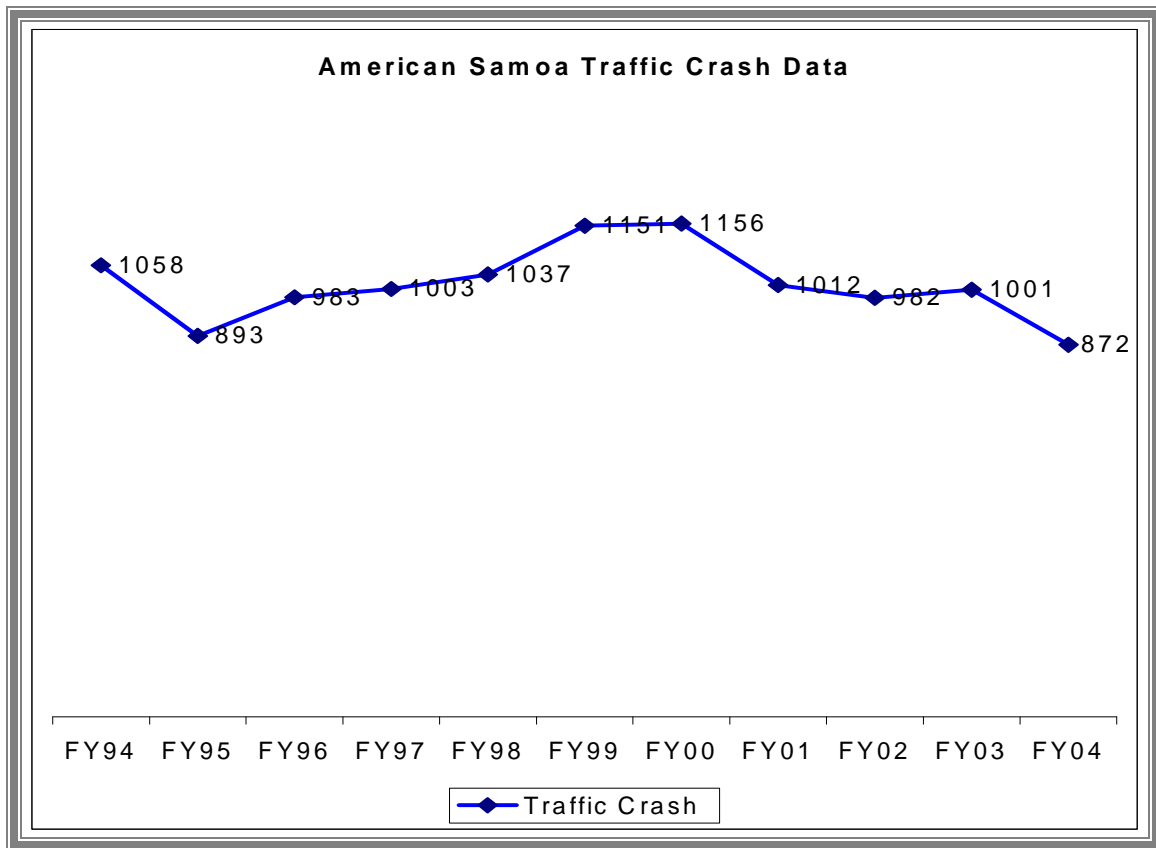
Incentive Grants

SO	03-11	Section 402 Child Passenger Safety Incentive Grant
J2	03-12	Section 405(a) Occupant Protection Incentive Grant
J3	03-13	Section 2003(b) Child Passenger Safety Incentive Grant
J9	03-14	Section 411 Traffic Records Incentive Improvement Grant

Traffic Crash Data

Since the Traffic Crash Data for FY 2005 will not be available for the Office of Highway Safety (OHS) until December 2005, OHS has to rely on American Samoa's Traffic Crash Data from fiscal year 2004 and previous fiscal years to monitor American Samoa's Highway Safety Programs. The American Samoa Office of Highway Safety does have other data such as surveys and completed activities conducted in FY 2005, that will be used to formulate activities and projects required by the Office of Highway Safety in the FY 2006 Highway Safety Plan to resolve Traffic Safety problems confronting American Samoa. The Office of Highway Safety selected FY 1996, as its base year to monitor the progression of American Samoa's Highway Safety Programs.

GRAPH -1



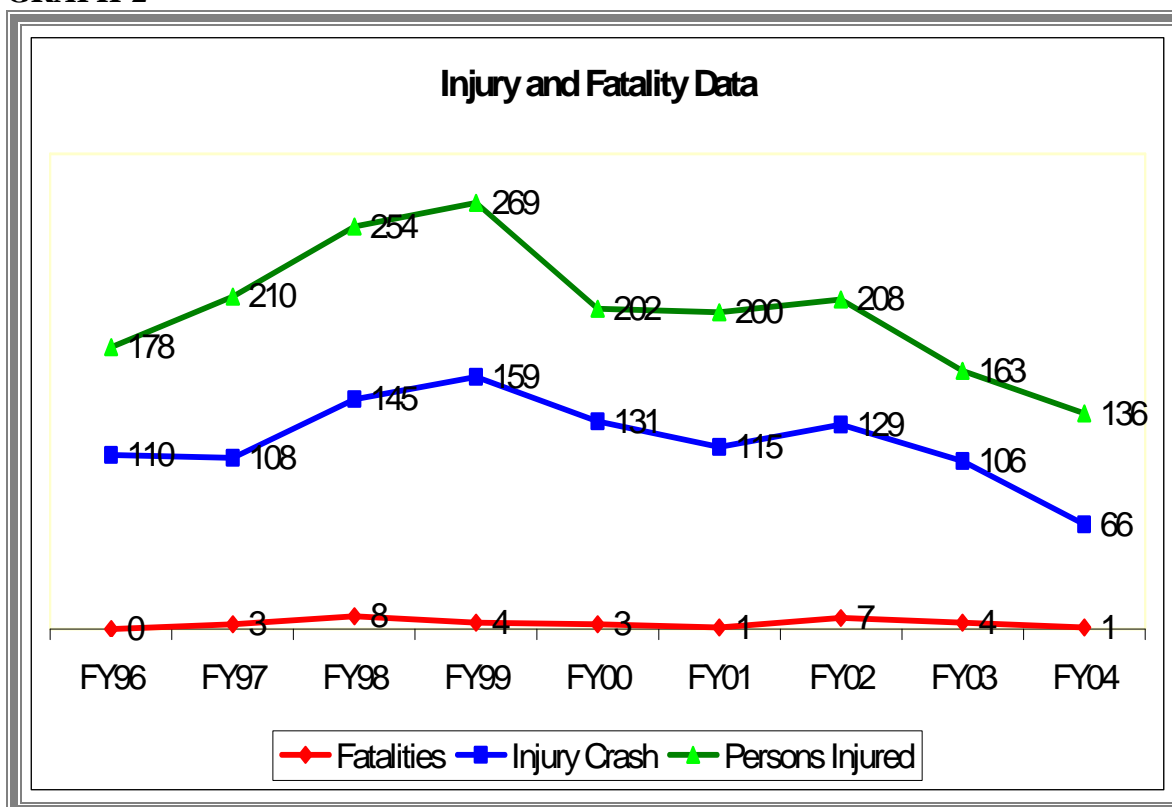
The goal of the American Samoa Office of Highway Safety is to decrease American Samoa's traffic crashes by 5% annually using FY 1996 as its base year. As depicted in **Graph-1**, traffic crashes in American Samoa gradually increased from FY 1997 through FY 2000. However, in FY 2001, traffic crashes took a dramatic decline in crashes when reported dropped by 14.2% as compared to the previous fiscal year (FY 2000). Total traffic crashes continued to decline in FY 2002 as compared to FY 2001 by 3%. Total

traffic crashes in FY 2002 dropped below total crashes in FY 1996 (American Samoa's Base Year). In comparison there were 10% fewer total traffic crashes in FY 2002 than total traffic crashes reported in FY 1996. However, in FY 2003 traffic crashes increased again by 1.8% as compared to FY 2002. In FY 2004, crashes again continued to decrease. There were 14.8% fewer crashes in FY 2004 than were reported in FY 2003. Total crashes in FY 2004 were the fewest annually as compared to all annual crashes beginning from FY 1996 (Base year).

Crash Injury & Fatality Data

Since FY 1996, fiscal year 1999, showed the highest occurrences of injury crashes and persons injured from vehicle crashes. Injury crashes and persons injured declined again after FY 1999. In FY 2002, there was a slight increase in vehicle crashes involving injuries and the number of persons injured in motor vehicle crashes as compared to FY 2001. There was an increase of 10.8% in injury crashes and persons injured increased by 3.8%. Injury crashes and persons injured again decreased in FY 2003 and continued to decrease in FY 2004. Traffic crash fatalities mirrors the traffic injury crash and persons injury data. Traffic fatalities were on a decline from FY 1998 and increased in FY 2002, then continued to decrease in FY 2003 and FY 2004.

GRAPH-2

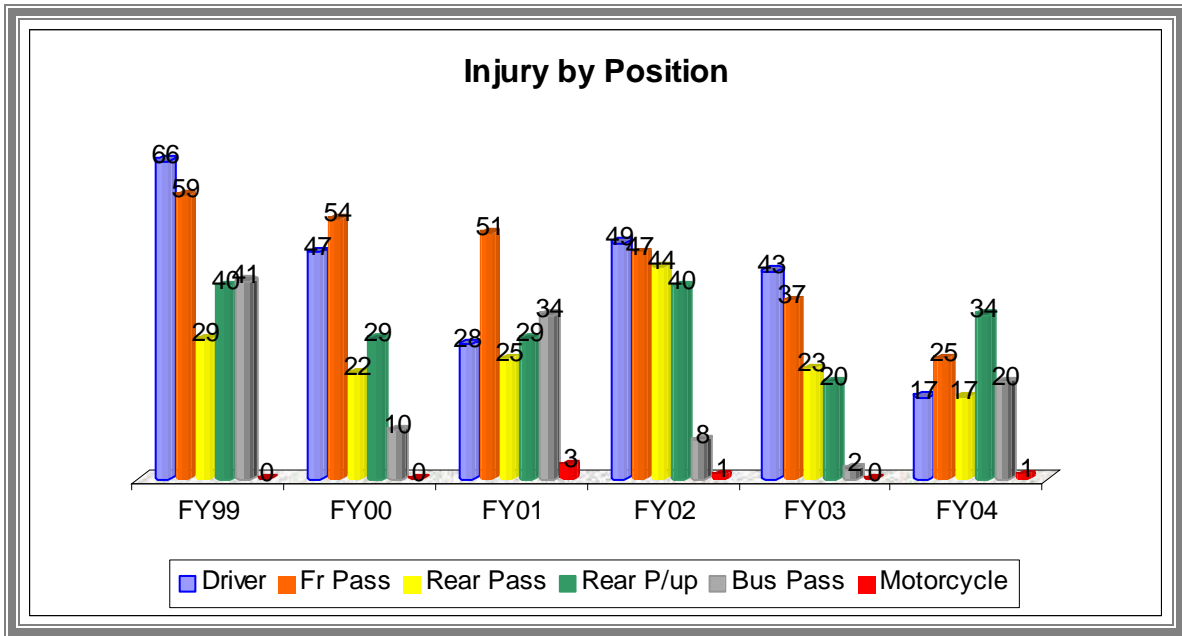


Injury by Position

The Office of Highway Safety compiled persons injured in traffic crashes to their seating positions. In the previous years persons sitting in the front seats (driver and front passengers) displayed a high rate of being injured in traffic crashes. In FY 2004, there was a dramatic drop in persons injured in the driver and front passenger positions as

compared to the previous fiscal year. Driver injury decreased by 60.5% and there was a decline of 32.4% to persons injured in the front passenger position. There was an increase to passengers riding in the rear of pick up trucks, and buses. There was an increase of 41.2% for injuries for passengers in the back of pick up trucks and 90% for passengers in buses. We feel that the rise in seat belt use may have impacted in the decrease in injuries suffered by drivers and front passengers. The Office of Highway Safety and DPS will address problems causing the increase to passengers riding in the rear of pick up trucks and buses.

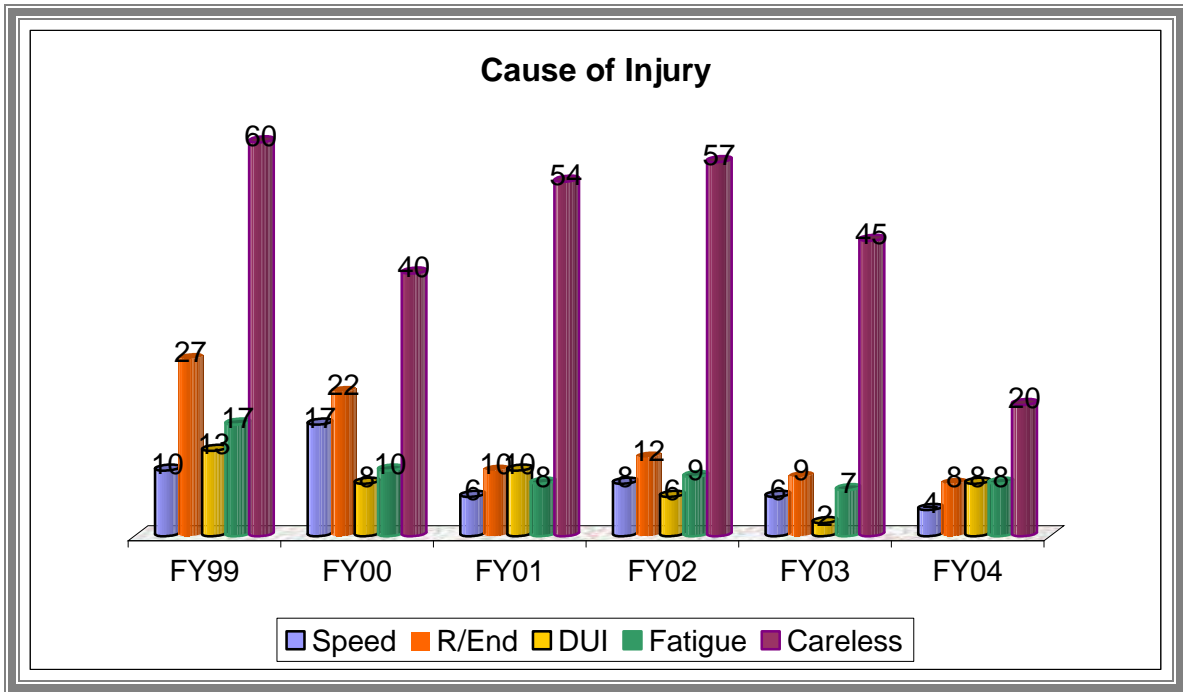
GRAPH-3



Cause of Injuries

Based on highway safety data collected, the five (5) leading causes for traffic crashes involving injuries were rear end collisions, driver fatigue, careless driving, DUI and speeding. In previous years careless driving by far has been found to be the leading cause of crashes involving injuries. As shown on **Graph-4** crashes have been tremendously decreased but careless driving still remains as the leading cause of persons injured in traffic crashes.

GRAPH-4

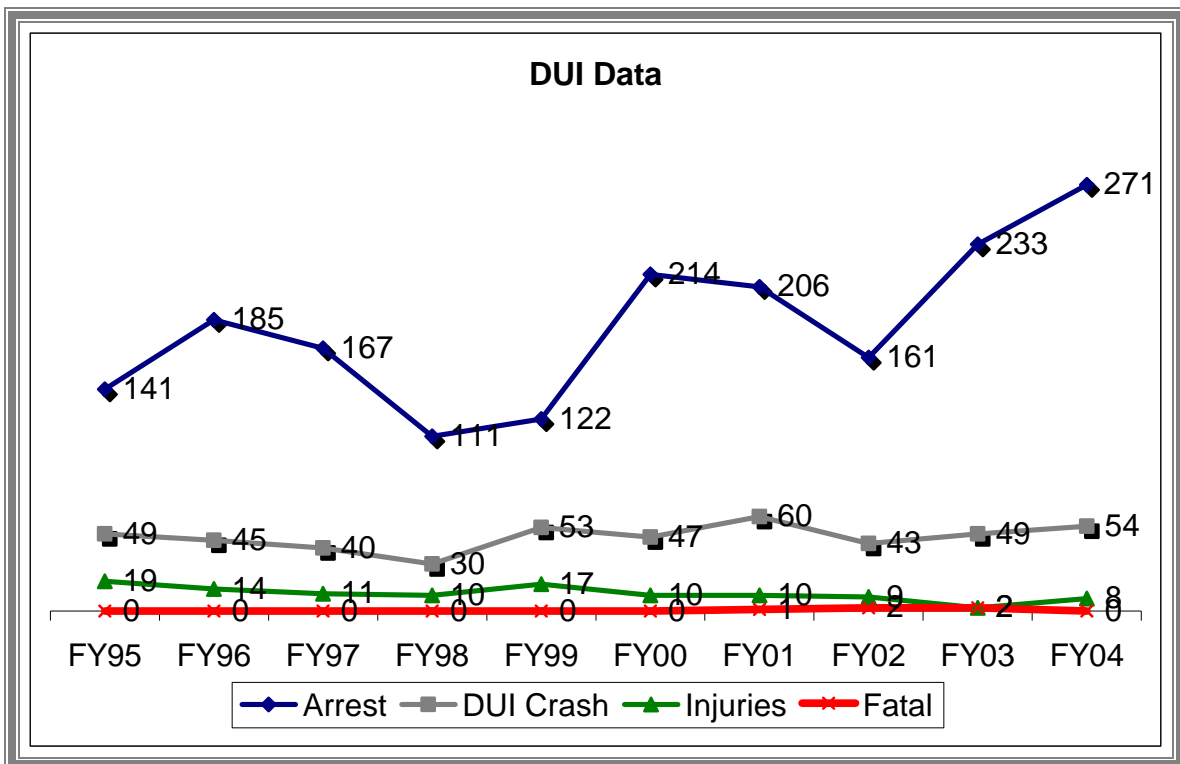


DUI Data

It is the goal of the American Samoa Office of Highway Safety to reduce alcohol related crashes by 10% annually using FY 1996 as its base year. In the past previous fiscal years (FY 2001 and FY 2002) DUI arrest had declined as compared to FY 2000. In FY 2003 DUI arrest increased by 30.9% when compared to DUI arrests in FY 2002. Even with the increase in DUI arrest there was an increase of 12.2% in crashes related to alcohol usage. There were 9 injuries from DUI related crashes in FY 2002, only 2 occurred in FY 2003. Fatalities from DUI related crashes remained at 2, the same as FY 2002.

In FY 2004 DUI arrest continued to increase as depicted in Graph-5. There was an increase of 14% total DUI arrest as compared to the previous fiscal year. Although, DUI arrest is on the increase, DUI crashes and persons injured due to drunk drivers have also increased during the past two fiscal years (FY 2003 and FY 2004). No fatalities involving drunk drivers occurred in FY 2004. The Office of Highway Safety and DPS will continue to address problems causing DUI crashes and injuries involving impaired drivers.

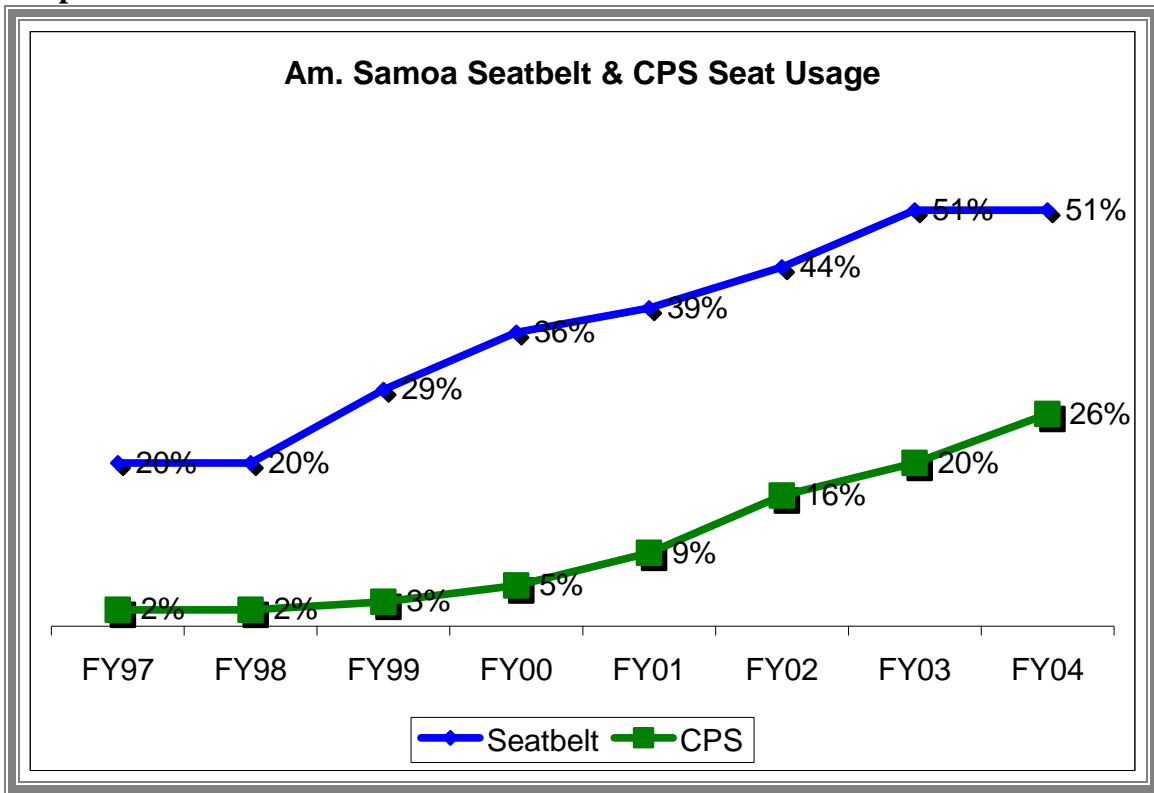
GRAPH-5



Seat Belt and CPS Seat Usage

From FY 1996 to FY 1998, American Samoa's seat belt usage was under 20% and child safety seat usage was below 5%. The problem listed by the Office of Highway Safety (OHS) was the lack of DPS manpower and the lack of availability of child safety seats on island. The Office of Highway Safety and the Department of Public Safety took measures in remedying the seatbelt and the child passenger safety seat usage by coordinating enforcement, education and providing public awareness.

Graph-6

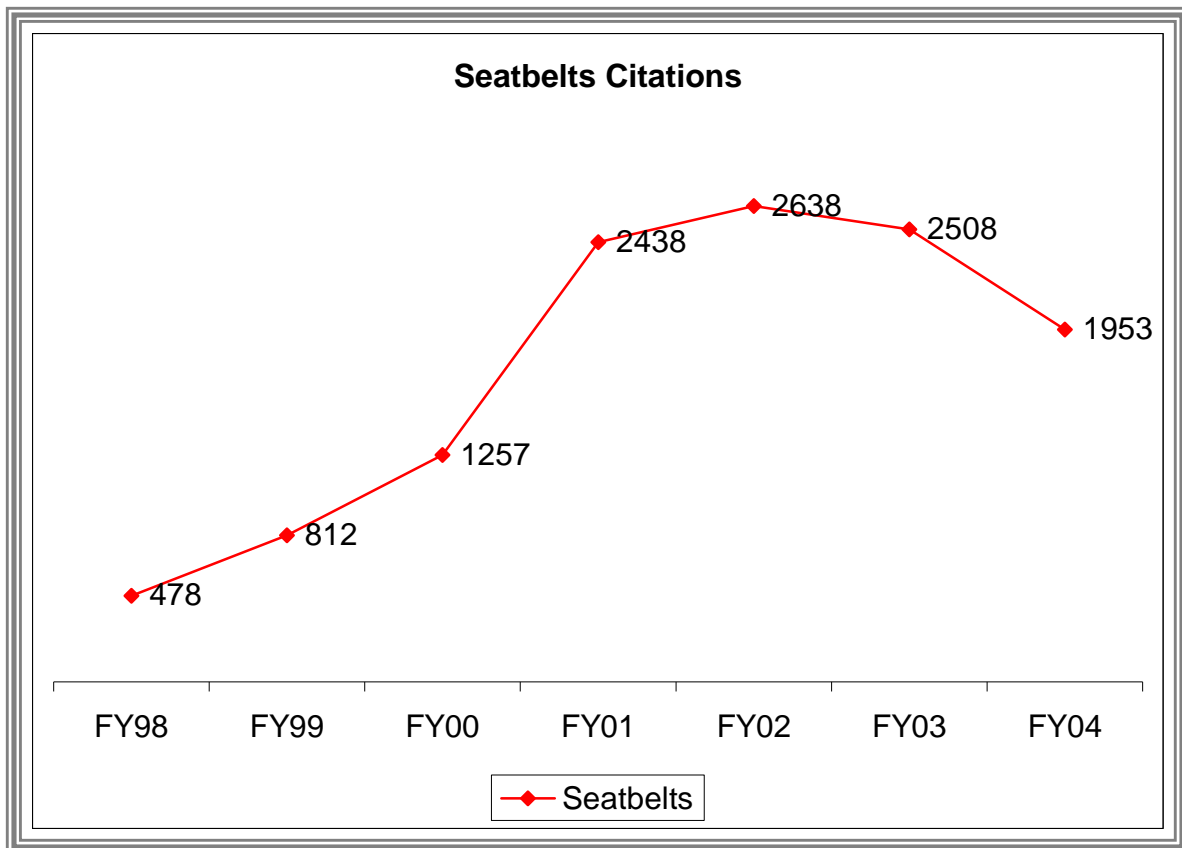


In FY 1999, the Department of Public Safety in coordination with the Office of Highway Safety concentrated their efforts in increasing the enforcement of American Samoa's Mandatory Seatbelt and Child Restraint Laws. As shown on **Graph-6**, Seatbelt and CPS Seat usage began to increase. The latest Seatbelt and CPS roadside survey revealed 51% in seatbelt usage and 26% CPS seat usage. Although, seat belt usage and CPS seat usage is on the rise it is doing so at a slow rate. DPS needs to continue its aggressiveness in seat belt and CPS seat enforcement.

The increase of seat belt and CPS usage was mostly in part to the increase of enforcement by the Department of Public Safety with assistance from the Office of Highway Safety. Since FY 1999, seatbelt and CPS citations by the Department of Public Safety steadily

increase. In FY 1999, seatbelt and CPS citations increased by 41%, in FY 2000, it increased by 35%, a 48% improvement was reported in FY 2001, and in FY 2002, there was a 7.6% increase. FY 2003 seatbelt and CPS citations data shows a 5.1% decrease in citations issued as compared to the previous fiscal year. There was a dramatic drop of 28.4% in seat belt and CPS seat citations in FY 2004 due to the diminishing number of police officers with the Department of Public Safety. There was a 20.8% drop in the number of police officers employed under the Department of Public Safety. This was mainly due to unfilled vacant police positions and the deployment of officers (in the U.S. Army Reserve) to Iraq.

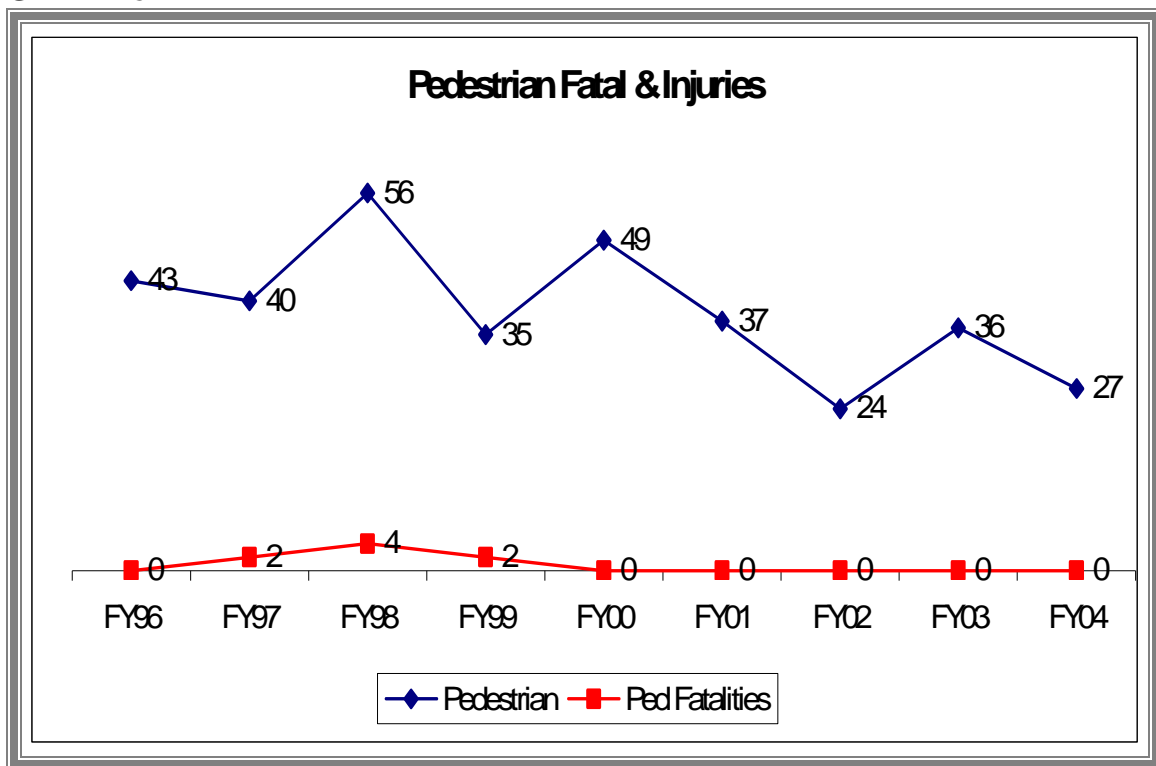
GRAPH-7



Pedestrian Safety

In previous years pedestrian injuries were the cause for most of the traffic fatalities in American Samoa. Fiscal year 1998 was the peak for pedestrian injuries and fatalities. Between FY 1998 and FY 2001 pedestrian injuries and fatalities have taken a steady decline. Fiscal year 2002 recorded the least number of pedestrian injuries since FY 1996. Since FY 1996 pedestrian injuries have been reduced by 79.2% in FY 2002. Although, pedestrian injuries increased by 33.3% in FY 2003 it again dropped by 33.3% in FY 2004. There have been no traffic fatalities involving pedestrians since FY 2000.

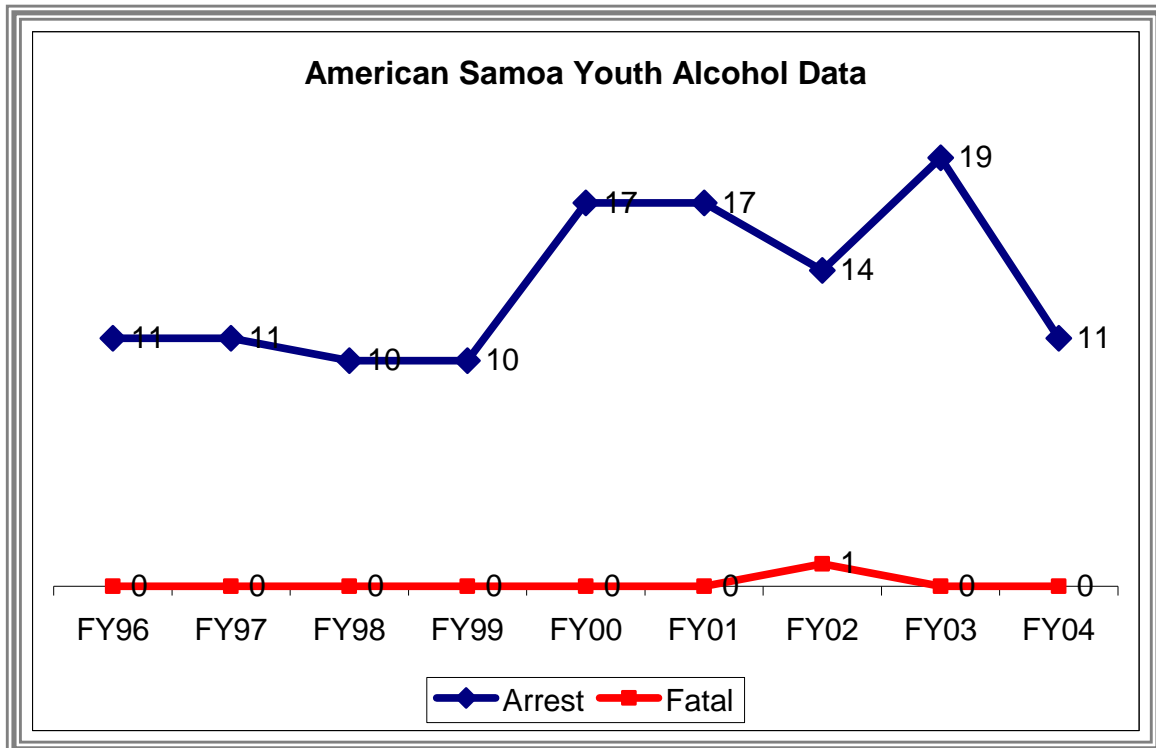
GRAPH-8



Youth Alcohol

The American Samoa Office of Highway Safety's goal is to have zero number of youths involved in alcohol related traffic crash fatalities. Data collected by OHS indicated that the number of youths (under age of 21) arrested for operating a motor vehicle on the highways under the influence of alcohol were 21% less in FY 2002 as compared to FY 2001. In FY 2003 there were 26.3% more youths arrested for DUI than in FY 2002. While there was an increase of youths arrested for DUI there were no youths involved in traffic fatal vehicle crashes in FY 2003. Fiscal year 2004 revealed a 72.7% drop in youths arrested for driving impaired. There were no traffic fatalities involving impaired youth drivers in FY 2004.

GRAPH-9



PERFORMANCE PLAN

The American Samoa Office of Highway Safety (OHS) is under the direction of the Governor's Highway Safety Representative (GR). The Commissioner for the Department of Public Safety is the Governor's appointed Highway Safety Representative. The Office of Highway Safety is housed at the Police Central Headquarters in Fagatogo, Pago Pago, American Samoa.

The coordination, monitoring and evaluation of all highway safety programs fall under the American Samoa Office of Highway Safety. The OHS is under the direction of the Highway Safety Coordinator. The Coordinator is appointed by the Governor's Highway Safety Representative and is under the supervision of the Commander for the DPS Support Services Bureau. The Coordinator is responsible for establishing the American Samoa Highway Safety Plan (HSP), The Highway Safety Annual Report, Grant Applications and reports. All Plans, Grant Applications, and Reports are approved by the Governor's Highway Safety Representative and submitted to the National Highway Traffic Safety Administration (NHTSA) Western Region for final approval.

The American Samoa Office of Highway Safety operates under the reimbursement system. All highway safety activities are initially funded by American Samoa Government (ASG) funds. The Office of Highway Safety then prepares a reimbursement voucher that is submitted to NHTSA Western Region for verification. Upon approval of NHTSA Western Region, the voucher is inputted in the Grants Tracking System. Once the draw down is in the GTS the federal government reimburses the ASG funds that were utilized by the Office of Highway Safety to fund highway safety projects.

Problem Identification Process

The American Samoa Traffic Crash Data is collected from the Traffic Crash Reports that are turned in by Police Officers to the DPS Records Office. These Traffic Crash Data are collected and analyzed by OHS staff to identify American Samoa's Crash Data. Traffic Enforcement Data is obtained by the Office of Highway Safety from the Traffic Citation Data received from The American Samoa High Court. OHS can also obtain traffic enforcement data by reviewing the DPS Monthly Reports and Enforcement Summary Reports. Injury Data is obtained from the EMS Quarterly Reports and Traffic Crash Data from the DPS Records Division.

Each of the funded program managers is tasked with the responsibility of submitting timely progress reports during the fiscal year. In addition to this they are to provide the DPS/OHS with proposals identifying their needs and projects requiring continued funding by the end of the third quarter of the fiscal year. Budgets are also included with the proposals. The OHS Coordinator disseminates information with which to prepare the Highway Safety Plan for the following fiscal year.

Mission Statement:

The mission of the American Samoa Department of Public Safety and the Office Highway Safety is to reduce traffic crash fatalities, injuries and property damage on the highways of American Samoa and create a safer environment for our motorist, passengers, and pedestrian alike.

Goal 1: Reduce the motor vehicle Fatal Crash Rate to 50% in Fiscal Year 2006 from the previous fiscal year.

Objectives:

- a) Reduce motor vehicle crashes by 5% in fiscal year 2006 as compare fiscal year 2005. A reduction in traffic crashes will lessen the possibility of crash fatalities.
- b) OHS will provide traffic equipment to assist DPS in its duties in enforcing American Samoa's Traffic laws.
- c) OHS will coordinate with DPS strategies to maintain or increase traffic enforcement primarily American Samoa's Primary Seatbelt and Child Restraint, and Driving under the Influence Laws.
- d) OHS will provide education and public awareness to promote highway issues such as seatbelt and CPS usage, dangers of drunk driving, pedestrian safety, speeding, fatigue drivers, road safety, youth alcohol, and aggressive driving.

PM: Quarterly reports reflect a reduction of 14.5 crashes during fiscal year 2006 from the previous fiscal year.

DPS Monthly Reports and Court Citation data shows DPS maintaining or increasing seatbelt, CPS seat, DUI, and speeding enforcements during FY 2006.

Seatbelt roadside survey shows an increase in seatbelt and child passenger safety seat usage.

Monthly reports show a decrease in traffic crashes involving pedestrian injuries.

Fatality crashes are reduced by 50% based on fiscal year 2006 traffic report data as compared to FY 2005.

Goal 2: Reduce the number of vehicle crash injury by 10% in Fiscal Year 2006 as compared to the previous fiscal year.

Objectives:

- a) Increase motor vehicle occupant seatbelt use to 60% and child passenger safety seat usage to 30% in FY 2006.
- b) OHS will fund for education and public awareness to promote seatbelt and CPS seat usage, pedestrian safety, dangers of drinking and driving, speeding, and aggressive driving.
- c) DPS will maintain or increase the enforcement of American Samoa's Primary Seatbelt and Child Restraint Laws in FY 2006.
- d) DPS will increase DUI enforcement by 10% in FY 2006 as compared to FY 2005.

PM: Seatbelt surveys indicate an increase in seatbelt and child passenger safety usage in FY 2006.

Department of Public Safety traffic Enforcement reveal an increase in DUI arrest, speed, and seatbelt citations issued.

Office of Highway Safety monthly data collected from the DPS Records Division motor vehicle traffic crash reports show a decline in injury related vehicle crashes in FY 2006.

Goal 3: Reduce American Samoa's alcohol and drug related crashes by 10% in FY 2006.

Objectives:

- a) The Department of Public Safety will maintain or increase DUI Saturation Patrols and DUI Sobriety Check Points.
- b) The Office of Highway Safety will fund for equipments to assist DPS in DUI Enforcement.
- c) OHS will fund training for DPS police officers to be certified in DUI enforcement.
- d) OHS will continue to provide public awareness materials and utilize the media to educate the public on the dangers of impaired driving.

PM: DUI citations and arrest increase in monthly and quarterly reports in FY 2006.

DUI related crashes are reduced based on police monthly crash data.

DUI related traffic crashes are reduced by 10% at the end of FY 2006, based on DPS Traffic Crash Records.

Goal 4: Reduce pedestrians injured in traffic crashes by 5% in FY 2006.

Objectives:

- a) The DPS Traffic Division and Pedestrian Safety Program will continue to maintain or increase enforcement near school areas and places exceedingly utilized by pedestrians.
- b) OHS will ensure that cross walks are painted and warning signs utilized at school, commercial and business areas heavily used by pedestrians.

PM: Office of Highway Safety data collected monthly from DPS Records Division show a reduction in pedestrians injured in vehicle crash.

DPS traffic Records data indicate a 5% decrease in pedestrian injured in FY 2006 as compared to previous fiscal year.

Goal 5: Improve Highway Safety automated Traffic Record Data Management System.

Objectives:

- a) The Office of Highway Safety will purchase computers to increase Traffic Record capabilities.
- b) OHS will continue to upgrade the network connection between DPS Dispatch, OMV and the District Court
- c) The Office of Highway Safety will upgrade the EMS data system to improve traffic injury data.
- d) OHS will provide training for personnel in the collection of traffic data.

PM: The Office of Highway Safety and other government agencies will access updated American Samoa traffic data.

OHS will provide an annual report to NHTSA Western Region reporting the accomplishments in the upgrade of American Samoa 's Traffic Records system.

Police dispatchers are able to provide police officers on the field with up to date driver and vehicle license information.

**PLANNING AND ADMINISTRATION
PA 06-01**

Problem Statement

One problem identified within the Office of Highway Safety was its inability to forward its payment vouchers to NHTSA Western Region. This problem affected OHS projects because without reimbursements the American Samoa Government would place a hold on payments for OHS projects. This would delay the ability of the Office of Highway Safety to expedite its projects. The cause of this problem was a result of ; 1) inexperience of the OHS staff in submitting of reimbursement vouchers in a timely manner, 2) lack of financial training for financial personnel, and 3) The inability of ASG to submit certain documentations required to prepare payment vouchers.

Problem identification Process

The OHS Coordinator and staff will continue to focus on conducting surveys to determine problems that need addressing. They will produce a time line of activities for all programs funded in fiscal year 2006, and will continuously monitor the time line to ascertain programs that are not accomplishing these activities and to determine the reasons to be addressed.

Problem Solution:

Goal 1: Planning and Administration will ensure that the Highway Safety Programs are implemented, monitored, and analyzed.

Objectives:

- a) PA will fund prorated salary for the DPS Support Services Bureau Commander, OHS Coordinator and Financial Officer.
- b) The OHS Coordinator will ensure that all American Samoa Highway Safety Programs are complying with DOT and NHTSA policies and regulations.
- c) The Financial Officer will be tasked with purchasing, procurement, inventory, drawdowns, and the management of Highway Safety funds.

PM: NHTSA Western Region continues to receive reports concerning the implementation of American Samoa Highway Safety Programs.

NHTSA Western Region continues to receive financial status of American Samoa's Highway Safety Programs.

The American Samoa Office of Highway Safety continues to follow DOT/NHTSA guidelines and submits NHTSA Western Region American Samoa's Highway Safety Annual Report.

Goal 2: Produce a Time Line of Activities for the American Samoa Highway and Traffic Safety to reduce motor vehicle crashes, fatalities, and injury crash rates below the national average.

Objectives:

- a) The Office of Highway Safety will follow National Highway Traffic Safety Administration (NHTSA) policies and guidelines.
- b) OHS will follow recommended dates specified in the highway safety event calendar as a time frame for programs such as 3D Prevention Month, ABC Mobilization, July 4th DUI Enforcement, and Lights on for Life.

PM: Highway safety projects are completed as prescribed by the established timeline.

The Office of Highway Safety will submit the American Samoa Highway Safety Annual Report identifying American Samoa's Highway Safety Program accomplishments.

Goal 3: The DPS/OHS will monitor all program activities and determine the degree that they are reducing motor vehicle crashes, fatalities, and injury related crashes throughout the Territory.

Objectives:

- a) OHS will obtain Traffic Crash Reports from the DPS Records Division.
- b) The Office of Highway Safety will collect DUI reports from the DPS Records Division.
- c) OHS will obtain Traffic Citation data from the American Samoa High Court.
- d) The OP Program will continue to conduct and compile a seatbelt and CPS Roadside Survey.
- e) OHS will obtain injury data from the Emergency Medical Services (EMS).

PM: The Office of Highway Safety will continue to collect reports and data, analyze the data and establish highway safety problem areas

OHS will report all highway safety program problems and productivity on the Highway Safety Annual Reports and Highway Safety Plans.

Goal 4: The American Samoa Office of Highway Safety staff members will attend off-island conferences and trainings to improve financial and management skills, and update OHS on highway safety issues and grants.

Objectives:

- a) Planning and Administration will fund for the Governor's Highway Safety Representative, OHS Coordinator, and OHS Staff member to attend the Annual GHSA Conference.
- b) The American Samoa Office of Highway Safety will remain a member of the Governor's Highway Safety Association (GHSA) by submitting its annual dues.
- c) The GR, OHS Coordinator, ASG Treasury Grants Analyst, and a OHS Staff member will attend the Annual NHTSA Western Region Partnership Meeting.
- d) OHS staff members will attend a Program Management Workshops to allow them to improve administering and monitoring of their highway safety programs.
- e) The Office of Highway Safety staff members will attend an Highway Safety Audit course hosted by the Traffic Safety Institute in Oklahoma City, OK.
- f) OHS will send staff members to attend the Grants Tracking System on-hands training to be held by the NHTSA Western Region Office.

PM: The American Samoa OHS will submit for approval all travels for the American Samoa Office of Highway Safety.

OHS staff performance shows improvement as specified in the Highway Safety Annual Report.

The American Samoa OHS is able to submit its drawdown vouchers to NHTSA Western Region at a timely manner.

Goal 5: The Office of Highway Safety will continue to use highway safety funds to purchase supplies, equipment, and services rendered for the American Samoa OHS.

Objectives:

- a) OHS will continue to pay its share of the utility bill, electricity, phone, and janitorial services.

b) The Office of Highway Safety will continue to update its computers to ensure that highway safety computers are compatible with computers used by the GTS system and NHTSA Western Region.

c) OHS will continue to purchase office supplies and equipment that will allow the Office of Highway Safety to provide adequate services to the general public and NHTSA Western Region.

PM: The Office of Highway Safety will record all purchases made by OHS in an inventory list to be updated for audit purposes by NHTSA Western Region.

The American Samoa Annual Report and Highway Safety Plan will justify the reasons for purchasing equipment, supplies, and services for Planning and Administrative.

ALCOHOL ENFORCEMENT

AL-06-02

Problem Statement

As shown in the Performance Report of this Plan, although, DUI arrest had risen in the past three fiscal years (FY2002-2004), so has DUI related crashes and traffic injuries resulting from crashes that were alcohol related. Even with the increase of arrest of drunk drivers in American Samoa the number of DUI crashes and persons injured in these crashes are also ever-increasing. American Samoa did however manage to reduce the number of DUI related crashes in FY 2004. In FY 2003, there were two fatalities resulting from crashes involving drunk drivers, no DUI traffic fatalities occurred in FY 2004.

The Department of Public Safety in coordination with the Office of Highway Safety needs to maintain its DUI Enforcement. DPS and OHS also needs to identify when and where these increasing crashes are occurring and concentrate their enforcements accordingly. The Office of Highway Safety will utilize the traffic records data to assist DPS plan their DUI enforcements and consequently increase DUI arrest while at the same time reduce DUI related crashes and traffic injuries caused by DUI drivers.

Problem Identification Process

The DUI reports and DPS monthly reports are analyzed to obtain DUI data to monitor DUI enforcement. American Samoa District Court records are also analyzed to determine the American Samoa's DUI conviction rate.

Problem Solution:

Goal 1: The Office of Highway Safety will be committed to working with the American Samoa Department of Public Safety in reducing the number of drunk drivers on American Samoa's roadways by increasing DUI arrest by 20% and reducing DUI related crashes by 10% from the previous fiscal year.

Objectives:

- a) OHS will fund overtime for DPS off-duty police officers to conduct monthly DUI Sobriety Check Points and Saturation Patrols.

- b) The Office of Highway Safety will fund to continue its Annual Holiday Season DUI Sobriety Check Points and DUI saturation patrols that will be conducted during the month of December 2005 and major holidays during FY 2006.

c) OHS will work with other government agencies in promoting the (3D) Drunk and Drugged, Driving Prevention Month and the Lights on for Life Campaigns.

PM: OHS will collect DUI data from the DPS Records Division to monitor monthly DUI Enforcement.

DUI data shows a 20% increase in DUI arrest in FY 2006 as compared to the previous fiscal year.

American Samoa Traffic Crash Reports show a decrease of 10% in DUI related crashes in FY 2006 as compared to FY 2005.

Goal 2: The Office of Highway Safety will provide training for DPS personnel to better assist them in DUI enforcement.

Objectives:

a) The Office of Highway Safety will purchase materials to provide local S/FST Training for the local officers.

b) OHS will purchase supplies and materials to conduct local training for local police officers to be Certified as Intoximeter RBT IV Operators

PM: OHS will submit a report to the NHTSA Western Region Office concerning the number of police officers trained locally on S/FST by the certified local instructors.

OHS will submit a report to the NHTSA Western Region Office on Intoximeter RBT IV certified police officers trained by local instructors.

There is an increase in the number of DUI arrests in FY 2006.

Goal 3: The OHS/AL Program will purchase equipments to assist DPS in DUI Enforcement.

Objectives:

a) OHS will purchase RBT IV supplies and calibration cylinders to maintain the use and calibration Intoximeter Breathalyzer.

b) The Office of Highway Safety will purchase safety equipment to assist police officers to conduct DUI Enforcement during night enforcements and DUI Sobriety Check Points.

PM: OHS will document and monitor all equipment purchased with highway safety funds and submit a report to the NHTSA Western Region Office.

The Office of Highway Safety will ensure that all equipment purchased with highway safety funds are utilized by the DPS Traffic and Patrol Divisions for the sole purpose of DUI Enforcement

DPS Traffic and Patrol Monthly and the Traffic Annual data show an increase in DUI enforcement in FY 2006.

EMERGENCY MEDICAL SERVICES

EM 06-03

Problem Statement

The LBJ Tropical Medical Center EMS responded to over 300 vehicle crashes during fiscal year 2004. The lack of data received prevents OHS from reporting the exact number of EMS responses. To improve response time EMS needs dispatcher and Emergency Vehicle Operators Course (EVOC) training. EMS needs training for their EMT to improve their pre-hospitalization care and first response efforts. In numerous major traffic crash instances EMS personnel were unable to retrieve victims from inside damaged motor vehicles. The local EMS responds to traffic crash scenes but, are usually not equipped to deal with the more severe crashes involving injuries. The Emergency Medical Services may be able to obtain traffic crash data if they implement a system that can record the number of traffic crash incidents that they requires them to respond. The Section 411 Traffic Records Improvement Grant will be utilized to implement such a data system to collect and analyze traffic crash injuries in American Samoa.

The local EMS with the limited training, equipment, and manpower struggles to fulfill its obligations to the public. Although, they have improved in the past years their standards are way below when compared to EMS and paramedics in the United States. To further improve their efforts they need training and rescue equipment.

Problem Identification Process

The EMS program is efficiently managed. Problems are identified and passed on to the attention of officials by the EMS Chief. Solutions are immediately sought and problems resolved because of his persistent efforts.

Problem Solution:

Goal 1: OHS will fund to send Emergency Medical Services (EMS) EMT off-island training.

Objectives:

- a) OHS will send an EMT off-island to attend the Pre-Hospital Emergency Care Course.
- b) The Office of Highway Safety will fund to send two EMT to attend Dispatcher Training off-island.
- c) OHS will fund to send two EMT to attend the EVOC re-certification Course.
- d) The Office of Highway Safety will fund for EMT's to attend EMS Expo Training Conference.

f) OHS will fund one EMT to attend the Lifesavers Conference in FY 2006.

PM: EMS dispatchers are able to provide vital information to EMS personnel on the field and proper instruction to improve response time.

EMS is able to improve apply treatment for victims of motor vehicle crashes at traffic crash scenes.

EMS will improve their response time to traffic crash scenes.

Goal 2: OHS will fund to purchase rescue equipment to be utilized by EMS personnel to treat victims at traffic crash scenes.

Objectives:

a) The Office of Highway Safety will fund 25% for the cost of a rescue vehicle for the EMS unit.

b) OHS will purchase rescue equipment to be utilized by EMS to aid traffic crash victims.

PM: EMT are able to utilize needed equipment to treat trauma traffic crash victims at scenes of traffic crashes involving injuries.

Improved rescue care and treatment of traffic crash victims at traffic crash sites.

Goal 3: OHS will fund for EMS to purchase equipment and materials to be utilized in providing local training conducted by EMS.

Objectives:

a) EMS will provide supplies to provide local training for local Emergency Dispatchers.

b) EMS will provide materials and supplies to conduct local EVOC Training for local EMT emergency vehicle operators.

c) EMS will conduct CPR course for local police, fire, other government agencies, and the public.

PM: Improved utilization of emergency calls by local Emergency Dispatchers.

EMT will be skilled in the operation of Emergency Vehicles.

An increase in emergency workers certified in the use of CPR.

OCCUPANT PROTECTION OP 06-04

Problem Statement

Occupant protection and child passenger safety have been an increasing problem for OHS in the past years. American Samoa's seat belt and child passenger safety seat roadside survey's reported low usage of seat belt and child safety seats. Numerous factors were the cause of the low usage; 1) the lack of enforcement; 2) the unavailability of child passenger safety seats on island; and 3) lack of public awareness.

In recent years OHS OP Program Roadside Survey's revealed that seat belt usage in American Samoa had decreased to less than 20%. The increase by DPS of the enforcement of seat belt law in 1999, increase the usage to 29%, in the year 2000, roadside survey showed a increase of 36%. The year 2001, roadside survey showed seatbelt usage at 39%. Seatbelt usage climbed to 44% usage in FY 2002. During FY 2003 seatbelt usage increased to 51% usage and remained unchanged at 51% in FY 2004. American Samoa is still below the national average, but roadside surveys are indicating that OHS and DPS are making head way in the right direction.

The recent increase of seatbelt enforcement by DPS has opted the public to seek OHS concerning availability of child passenger safety seats. OHS has initiated the CPS Subsidy Program to assist the public in obtaining CPS. In 1999, roadside survey revealed CPS seat usage at below 5%. CPS seat usage slightly climbed to 9% usage in 2001, 16% in FY 2002, and 21% in the year 2003. In FY 2004 CPS seat continued a gradual increase to 26% usage.

Problem Identification Process

The OHS/OP Program Roadside Seat Belt Survey's indicate the increase or decrease in the usage of seat belt and child passenger safety seat usage. A monthly and annual review of seat belt and child passenger safety seat traffic citations show an increase or decrease of occupant restraint enforcement.

Problem Solution:

Goal 1: **The Occupant Protection is the most challenging program in American Samoa because of low seatbelt and CPS seat usage. NHTSA has clearly stated that Seatbelt and CPS Seat usage does save lives and reduces serious injuries in traffic crashes. The OP Program will be monitored closely to ensure that activities are conducted in a timely manner.**

Objectives:

- a) The OP Program will fund for an OP Program Manager to monitor and coordinate all OP activities and projects.
- b) The OP Program will fund for the salary for an assistant who will assist the OP Program Manager and conduct roadside surveys.
- c) The OP Manager and Assistant will be tasked with utilizing the planned OP activities and tasks.

PM: OP activities and projects are completed in a timely manner.

OP reports are submitted to the Office of Highway Safety and the NHTSA Western Region Office in a timely manner.

Roadside survey are completed and reports submitted to OHS and the NHTSA Western Region Office.

Goal 2: Increase the motor vehicle occupant seatbelt usage by 10% and have American Samoa's seatbelt usage in FY 2006 at 60% usage.

Objectives:

- a) The OP Program will fund for an initial all out seat belt enforcement and awareness campaign.
- b) OHS will utilize local television and radio to broadcast public awareness and DPS intention concerning its heavy enforcement.
- c) OP will continue to fund a bi-monthly seatbelt and CPS seat checkpoint enforcements to ensure that there is continuous enforcement.

PM: Two OHS/OP personnel perform quarterly Roadside Seatbelt Surveys to monitor OP Program activity productivity.

Quarterly reports should show an increase in seatbelt and CPS seat usage for FY 2006.

Goal 3: OHS will increase American Samoa's seat belt usage by 10% and child passenger safety seat usage to 40% in FY 2006.

Objectives:

- a) The Office of Highway Safety will fund for an initial all out seat belt seat belt and child passenger safety seat enforcement and awareness campaign.

- b) OHS will utilize local television and radio to broadcast public awareness and DPS intention concerning its heavy seat belt and child safety seat enforcement.
- c) The Office of Highway Safety will continue to fund a bi-monthly and child passenger safety seat enforcement to ensure that there is continuous enforcement.
- d) OHS will continue to assist local residence by purchasing CPS seats to maintain the CPS Seat Subsidy Program and continue to urge local retail stores to sell and import child passenger safety seats.

PM: The Office of Highway Safety will conduct Roadside Survey's to show an increase in CPS Seat use percentage in FY 2006.

Quarterly reports should show an increase in child passenger safety seat usage in FY 2006.

Local retail stores continue to sell and import CPS Seats from off-island to be purchased by local residence.

Goal 4: Enforcement and public awareness are effective tools in motivating the public in using seat belts and child passenger safety seats. OHS/OP will fund for public awareness on the local medias.

Objectives:

- a) Local Radio Stations to broadcast campaign of seatbelt and child passenger safety seats spots.
- b) The OHS/OP personnel will appear a local television show to campaign the usage of seat belt and child safety seats. The local Television Station will also periodically show seat belt campaign spots.
- c) The OHS/OP personnel will distribute brochures, pamphlets, and other promotional materials through activities and government agencies.

PM: Local television and radio broadcast seatbelt and child passenger safety public awareness messages periodically.

Local newspaper to print DPS intention on seatbelt and child passenger safety seats campaign.

OHS will conduct questionnaire survey to obtain the effectiveness of Highway Safety public awareness projects.

Goal 5: The OHS/OP Program to train OP personnel and local police officers on matters pertaining to Occupant Protection and child safety seat program.

Objectives:

- a) The OP Manager and staff member attend Annual Lifesavers Conference to share program information and colleague interaction.
- b) The OP program will provide a presentation to be utilized during Patrol and Traffic Roll call and briefings to educate officers on the importance of seat belt and CPS seat usage.

PM: Local police officers will receive training from off-island and on-island on the importance of seat belt and child passenger safety seats.

OP Staff and Police Officers will attend community gathering and provide a presentation on the importance of seat belt and child passenger safety seat usage.

PEDESTRIAN SAFETY PS 06-05

Problem Statement

In past years pedestrian fatalities were among the leading cause of fatalities in traffic crashes in American Samoa. From FY 2000 to FY 2004, pedestrian fatalities have declined to zero. Pedestrian injuries decreased in FY 2001 and FY 2002, in FY 2003 pedestrian injuries increased by 33.3% but in 2004 pedestrian injuries again dropped by 33.3%.

The Department of Public Safety and the Office of Highway Safety are continuing to implement measures to prevent pedestrian injuries and fatalities caused from motor vehicle crashes. The Pedestrian Safety Program will continue the School Safety Program, identify areas heavily utilized by pedestrians to be enforced, mark crosswalks at needed areas, and continue educating the public with pedestrian safety awareness messages and materials.

Problem Identification Process

The OHS staff will continue to ascertain American Samoa's Traffic Crash data from the DPS Records Division in order to monitor Pedestrian Safety and identify problems associated with pedestrian safety.

Problem Solution:

Goal 1: **The goal of the Office of Highway Safety is to continue to reduce pedestrian injury from vehicle crashes by 5% in fiscal year 2006, and continue to maintain zero pedestrian fatalities. Maintain a 0% injury of school age pedestrians injured at school zones during school hours.**

Objectives:

- a) The PS Program will fund for a Police Officer to monitor and coordinate the Pedestrian Safety Program.

- b) OHS will continue the School Safety Program with schools located next to the public highway with heavy traffic flow.

- c) Police Officers will continue to supervise the School Safety Program at the Schools.

- d) The Office of Highway Safety will work with the Department of Public Work to identify areas needing safety devices and crosswalks.

PM: OHS will continue to obtain traffic crash data and monitor the number of pedestrian injuries and fatalities caused from vehicle crashes.

The number of pedestrians injured in vehicle crashes is reduced by 5% in FY 2006, as compared to the previous year.

There are no pedestrian fatalities in FY 2006.

Goal 2: The Pedestrian Safety officer will train school guard personnel and lecture to schools requesting assistance.

Objectives:

- a) Police Officers will train school crossing guard personnel at 9 schools in American Samoa.
- b) The police officer will lecture and make presentations to schools requesting lectures and presentations on school crossing safety.

PM: All activities performed by police officers at the schools concerning school safety will be reported to the NHTSA Western Region Office.

The number of students involved in presentations to schools and trained by police officers as crossing guards will be reported to the NHTSA Western Region Office.

Goal 3: The OHS will purchase safety equipments for the Crossing Guard Programs and material for educational and promotional purposes.

Objective:

- a) To ensure the safety of the crossing guard personnel, OHS will purchase safety equipments for the Crossing Guard Program.
- b) The OHS will purchase material to assist the police officers in promoting and the training of crossing guard.

PM: All equipments purchased for the school safety program will be documented and monitored by the PS Program.

Safety equipments and materials for pedestrian safety training and lectures will be reported to the NHTSA Western Region.

Goal 4: OHS/PS Program will continue to provide promotional materials to educate and make the public aware of pedestrian safety.

Objectives:

- a) The local radio station will periodically broadcast pedestrian messages on their radio programs.

b) The Office of Highway Safety will distribute public awareness materials and promotional materials at local government agency offices, businesses, and organizations.

PM: OHS will report the number of public broadcasting conducted by local television and radio to the NHTSA Western Region Office.

OHS will report to the NHTSA Western Region Office promotional materials distributed to government agencies, business, and other organizations.

POLICE TRAFFIC SERVICES PT-06-06

Problem Statement

Traffic crashes in American Samoa gradually increased from FY 1997 through FY 2000. However, in FY 2001, traffic crashes took a dramatic decline of 14.2% as compared to the fiscal year 2000. In FY 2002, total traffic crashes again dropped by 3% as compared to FY 2001. In FY 2003, traffic crashes increased by 1.7%. The American Samoa Traffic Crash Data in FY 2004 revealed a 14.8% drop in traffic crashes as compared to FY 2003. Majority of these crashes are to the rear of vehicles, which are caused by rear end collisions and vehicles backing. The leading causes for the crashes are careless driving and backing.

After an increase of traffic crash injuries and persons injured in FY 2002, American Samoa Traffic Crash Data has shown a decrease of traffic crash injuries and persons injured from vehicle crashes in FY 2003 and 2004. In FY 2003 crashes involving injuries declined by 21.7% and 60.6% in FY 2004. Persons injured in vehicle crashes decreased in FY 2003 by 27.6% and 19.9% in FY 2004.

Driver error is the main cause of crashes, careless driving, remain to be the primary cause of traffic crashes in American Samoa. DPS will continue to increase its enforcing of American Samoa's traffic laws utilizing on and off-duty police officers. Traffic citations issued by off-duty police officers during enforcement has tremendously increased the numbers of traffic citations issued to traffic law violators. The recent re-activation of the DPS Traffic Motorcycle Unit was found to be very successful in issuing traffic citations because of its mobility. DPS is still hampered by the lack of equipment and manpower. The road conditions, weather, and salt water reduces the life span of equipments in American Samoa.

Police Identification Process

The Office of Highway Safety Staff will collect Police Traffic Crash Reports from the DPS Records Division to provide data to monitor American Samoa's highway safety crashes and problems. Police monthly reports and Court citation data will be collected to monitor police traffic enforcement. Reports will be gathered from the American Samoa District Court to monitor the conviction rates of police traffic prosecutions.

Problem Solution:

Goal 1: **The Department of Public Safety and Office of Highway Safety's mission is to reduce vehicle crashes caused from speeding, DUI, aggressive driving and other faults on the roadways. DPS will aggressively enforce the traffic laws of American Samoa and increase the number of citations issued in FY 2006 by 10%. It will be the goal**

of the OHS/PT program to reduce crashes by 5% from the previous fiscal year.

Objectives:

- a) The Office of Highway Safety will provide equipment to assist the American Samoa Department of Public Safety enforce the traffic laws of American Samoa.
- b) OHS will fund for off-island and local training to improve the knowledge of local police officers in the performance of their traffic enforcement duties.
- c) The Office of Highway Safety will fund overtime for off-duty police officers to conduct bi-monthly saturation speed enforcement.
- d) OHS will fund for public awareness projects to educate the public in traffic safety.

PM: The Office of Highway Safety will collect data from the DPS Records Division to review traffic crash data.

OHS will collect traffic citation data from the American Samoa District Court to establish DPS traffic enforcement.

The Office of Highway Safety report all equipment purchased with highway safety funds to the NHTSA Western Region Office. All equipment will be documented and monitored by OHS for highway safety operation purposes.

Goal 2: The Office of Highway Safety will provide funds to allow police officers to obtain off-island and on-island training.

Objectives:

- a) The Office of Highway Safety will fund to send two police officers to be certified as Police Motorcycle Operator Instructors. *This project was planned in FY 2005, task was not accomplished it will be continued in FY 2006.*
- b) The Office of Highway Safety will fund for instructors from the Institute of Police Technology and Management (IPTM) to certify local police officers as Certified Radar Instructors. *This project was planned in FY 2005, task was not accomplished it will be continued in FY 2006.*
- c) The DPS Training Division will utilize local Police Motorcycle Instructors to certify local police officers as Certified Police Motorcycle Operators.

- d) The American Samoa DPS Training Division will conduct a Kustom Signals Radar Operator certification course for local law enforcement officers.
- e) A Honolulu Police Officer certified as an LTI Laser Instructor will certify local police officers as LTI Laser Instructors. *This project was planned in FY 2005, task was not accomplished it will be continued in FY 2006.*
- f) The DPS Training Division will conduct a Laser training locally to certify local law enforcement officers as LTI Laser Operators.
- g) The Office of Highway Safety will fund for two police officers to be sent off-island to be certified as EVOC instructors. They will train local emergency vehicle operators.
- h) OHS will fund for materials, supplies, and equipment to assist in conducting traffic training locally.
- PM: The Office Highway Safety will submit a report to the NHTSA Western Region Office disclosing training attended by personnel off-island and instructors funded by NHTSA.

OHS will report to the NHTSA Western Region Office the number of Training conducted locally and the number of attendees.

There is an increase in the number of police officers certified to conduct traffic duties and enforcement.

The Department of Public Safety is capable of training their own officers locally.

Goal 3: OHS/PT program to purchase equipment to assist the DPS Traffic and Patrol Divisions in traffic enforcement, conducting Safety Check Points and traffic crash scene investigation.

Objectives:

- a) The Office of Highway Safety will fund for the purchase of two Police Motorcycles to be utilized by DPS police officers in Traffic Enforcement. *This project was established in the FY 2005 HSP, it was not accomplished and will be continued in the FY 2006 HSP.*
- b) OHS will fund for the purchase of three Kustoms Signals Tallon II Radar to assist police officers in the enforcement of American Samoa speed laws. *This project was established in the FY 2005 HSP, it was not accomplished and will be continued in the FY 2006 HSP.*

c) The Office Highway Safety will purchase safety equipment to be utilized by police officers at checkpoints, traffic control, and traffic investigation scenes.

d) OHS will provide funding to purchase communication and safety equipment to be used by police officers operating police motorcycles.

PM: More DPS Police Officers are able to enforce the traffic laws of American Samoa based on availability of traffic equipment purchased by the highway safety programs.

There is an increase in citations issued by police officers in fiscal year 2006 as compared to citations issued in the past fiscal year.

Speeding citations are increased by 5% in FY 2006, as compared to citations issued in FY 2005.

There is a decrease in traffic crashes that involve speeding in FY 2006.

ROAD SAFETY RS 06-07

Problem Statement

The Department of Public Safety and the Department of Public Work (DPW) need to work closely together in identifying highway safety problems. They need to improve its coordination in providing much needed solutions in making American Samoa's highways safer. DPS and DPW need to coordinate their efforts to expedite the establishment of crosswalks and traffic control devices at areas requiring such measures.

Problem Identification Process

The OHS coordinator identifies problem areas based on traffic data or is contacted directly by the general public for complaints concerning areas needing traffic signs and crosswalks. The coordinator is responsible for forwarding these complaints to the Commissioner of Public Safety who notifies the Director for the Department of Public Work. The OHS coordinator and the DPW Highway Division work abreast to inspect projects completed by the Sub-contractors and identify areas needing crosswalks, lines painted and traffic signs installed.

Problem Solution

Goal 1: The Office of Highway Safety will work closely with the Highway Division of DPW to provide solutions in addressing ways to ensure safety on the highways of American Samoa.

Objectives:

- a) OHS will identify problem areas based on the traffic crash data analyzed.
- b) The Office of Highway Safety will consider complaints from the general public pertaining to roadway hazards.
- c) OHS and the DPW/Highway Division will formulate solutions to address identified highway hazards.

PM: Crosswalks, traffic control devices, and warning markings are placed at specified areas as needed to increase the safety of motorist and pedestrians on the highways.

Traffic crashes are reduced at problem areas in FY 2006.

The SAFE COMMUNITIES SA 06-08

Problem Statement

Community involvement is crucial in the success of the Office of Highway Safety implementing their highway safety programs. Involving the community eases the implementation of highway safety programs within communities. Communities usually expect government agencies to provide services for them. The American Samoa OHS in the cooperation with other agencies and local businesses are slowly reaching out to the communities to help them help themselves.

More and more members of the community are getting involved in traffic safety. The Office of Highway Safety is attempting to provide more activities to have local communities involved in traffic safety. Presently the Office of Highway Safety coordinates activities with other agencies to provide activities involving the public and communities.

Some of the problems that are brought to the attention of the Office of Highway Safety are the safety of children at school areas, the safety of commercial buses, youth alcohol, speeding, and drinking and driving. OHS usually resolves these problems with police interaction and highway safety program intervention such as the School Safety Program, Speed Enforcement, seat belt and CPS enforcement, Lights on for Life, and the 3D Drunk and Drugged, Driving Prevention Month.

Problem Identification Process

American Samoa's Highway Safety problems are identified from traffic data received from reports gathered by OHS personnel. To assist OHS and DPS in resolving these problems OHS create activities that will involve the community. Educating the community is a strong tool in resolving highway safety problems.

Goal 1: The Office of Highway Safety will take the lead and coordinate activities involving other government agencies and the community in addressing problems pertaining to traffic safety.

Objectives:

- a) The Office of Highway Safety will coordinate with the Department of Public Safety, Department of Human Social Service (DHSS), and EMS the 3D Drunk, Drugged, and Driving Prevention Month Campaign in December 2005.
- b) OHS will fund for materials to be distributed as public awareness at the Candle Light Vigil for the 3D Prevention Month.
- c) The Office of Highway Safety will coordinate with DPS, DHSS, and EMS activities for the Lights on for Life in December 2005.

d) OHS will plan presentations for youth alcohol, seat belt and CPS, DUI, and traffic safety issues to be conducted at schools, local church groups, government functions, and youth activities.

PM: The Office of Highway Safety, DPS, DHSS, and EMS institute the 3D Prevention Month Campaign in December 2005. An activity report will be forwarded to the NHTSA Western Region Office.

DUI related crashes are reduced in the month of December 2005, as compared to DUI related crashes that occurred during December 2004. No injury or fatalities from DUI related crashes occur in the month of December 2005.

OHS coordinates with DPS, DHSS, and EMS the Lights on for Life campaign and Candle Vigil Service during the month of December 2005

The Office of Highway Safety and DPS conducts traffic safety presentations at schools, youth groups, government rallies, and community functions during FY 2006.

Goal 2: The OHS will fund for the salary of a Safe Community Program Manager to monitor and coordinate Safe Community projects and the salary of the OHS Coordinator.

Objectives:

a) The SA Program will fund for a Program Manager to monitor and coordinate SA projects.

b) The SA Program will prorate the salary for the OHS Coordinator.

PM: SA reports are forwarded in a timely manner.

SA projects identified under the FY 2006 HSP, are conducted and coordinated.

Goal 3: DPS/OHS will provide promotional materials to be distributed to other agencies and communities in increasing public awareness of traffic and highway safety programs.

Objectives:

a) OHS will purchase materials to promote safe communities in American Samoa.

b) Public awareness materials will further promote traffic safety at rallies, group meetings, and presentations

PM: OHS will distribute safe community public awareness materials to promote highway safety programs.

A survey will be conducted to establish the effectiveness of Safe Communities program.

TRAFFIC RECORDS TR 06-09

Problem Statement

American Samoa would rate very low in the area of Traffic Records. In the past decade American Samoa's Traffic Records System has been unchanged. The Department of Public Safety needs to automate its traffic records system. In 1999, TEA-21 Section 411 was passed by Congress and distributed by DOT/NHTSA to upgrade State's Traffic Records System. An assessment was conducted for American Samoa's TR System and improvements identified. OHS established a TR Coordinating Committee to oversee the improvement projects for American Samoa's TR system.

The rapid changes of technology and the right type of software to meet the needs of American Samoa hamper the improvement stages of the TR system. The inability of the TR Committee to meet at selected times to discuss TR issues is also slowing the TR improvement projects. Another problem that is delaying improvements of American Samoa is the inability of the different agencies to provide specification for software that best meets their needs.

Problem Identification Process

The Department of Public Safety is responsible for traffic crash records, driver licensing and vehicle registration. The Emergency Medical Services (EMS) has data for traffic crash injuries. The American Samoa High Court compiles data for traffic citations. The availability of the Section 411 Grant, enthused American Samoa to establish a Traffic Records Coordinating Committee. The TR Committee is made up of members from different government agencies. Traffic Record problems are brought to their attention and they determine what improvements are needed to enhance the system.

Problem Solution:

Goal 1: The Office of Highway Safety will collect Traffic Crash Data. The data will be analyzed to monitor American Samoa's traffic problems and monitor highway safety programs.

Objectives:

- a) OHS will fund for the salary of a statistician that will collect and analyze the data.
- b) It will also be the duties of the statistician to ensure that projects under the TR Program are implemented, monitored, and accomplished.

PM: A report of American Samoa's traffic data will be submitted in a timely manner.

Traffic data information will be made available for the Office of Highway Safety and NHTSA.

Reports for the implementation and status of TR Programs will be submitted to the NHTSA Western Region Office.

Goal 2: TR Coordinating Committee will meet to discuss and implement projects planned under the TEA-21 Section 411 Grant.

Objectives:

- a) The Office of Highway Safety will assist in coordinating meetings for the TR Coordinating Meeting in FY 2006.
- b) OHS will be the driving force to ensure that TR projects are implemented in FY 2006.
- c) The Office of Highway Safety will assist agencies to obtain the right software that meets their needs in improving their TR system.

PM: The TR Coordinating Committee will meet on assigned at least quarterly in FY 2006.

The TR Program will submit TR Coordinating Committee minutes to the NHTSA Western Region Office.

The American Samoa OHS expend TEA-21 Section funds in the improvement of American Samoa's TR Records.

Goal 3: Traffic Records require office supplies and equipment to maintain the gathering and the storage of data.

Objective:

- a) OHS will upgrade computer hardware and software used for traffic records data.
- b) The Office of Highway Safety will purchase office supplies and equipment to ensure that the OMV continues its TR daily operations.
- c) OHS will purchase office supplies and equipment to ensure that the DPS Traffic Records Division maintains its daily TR operations.

PM: American Samoa Traffic Records computers are kept upgraded to meet the rapid changes of technology.

OHS will purchase and monitor equipment and supplies for the OMV and DPS Traffic Records Division.

OMV and the DPS Traffic Records Division continue to furnish the Office of Highway Safety and NHTSA Traffic Safety Data.

YOUTH ALCOHOL YA 06 10

Problem Statement

The American Samoa Office of Highway Safety's goal is to have no youths (under age of 21) involved in alcohol related fatalities. Data collected by OHS indicates that the number of youths detained or arrested for operating motor vehicles on the highways under the influence of alcohol in FY 2002, dropped by 21% as compared to FY 2001. The number of youths found to be under the influence of alcohol while operating a motor vehicle increased by 26.3% in FY 2003. In FY 2004, the number of youths arrested for DUI decrease by 72.7%. One youth was killed in FY 2002 from a DUI related traffic crash, none were reported in FY 2003 and FY 2004.

It is evident that more and more youths are using drugs and alcohol. This is evident in the increasing number of alcohol related incidents involving youths detained by police officers. High School functions is when most youths are observed consuming alcohol. Although problems with youths and alcohol are low when it comes to traffic safety, prevention is important to keep the number of DUI youths at a minimum. In reducing the number of youths driving under the influence of alcohol the Office of Highway Safety in a coordinated effort with DPS has established enforcements and public awareness messages targeting school events.

Problem Identification Process

The OHS/YA staff to obtain monthly reports form the DPS Records Division to monitor the number of youths involved in DUI traffic related incidents. Information from criminal reports submitted by police officers on youths under the age 18 being detained for incidents related to drugs and alcohol.

Problem Situation:

Goal 1: The YA Program will need to conduct its activities and projects at a timely manner to reach out to the youths of American Samoa.

Objectives:

- a) The Office of Highway Safety will fund for the salary for the YA Program Manager.
- b) The Youth Alcohol Program will prorate the salary for the Office of High Safety Coordinator.
- c) The YA Program Manager will plan, implement, monitor, and analyze YA programs in FY 2006 to deter youths from drinking and driving.

d) The YA Program Manager will ensure that all YA activities and projects for FY 2006 are conducted at a timely manner.

PM: YA projects and activities are implemented and accomplished during FY 2006.

Reports for the YA Program are submitted to the Office of Highway Safety and the NHTSA Western Region Office.

Goal 2: Youths are known to consume alcohol at school functions. OHS and DPS will focus their efforts at school functions and conduct DUI enforcements.

Objectives:

a) The Office of Highway Safety will fund overtime for off-duty police officers to conduct saturation patrols during high school enforcements.

b) OHS will fund overtime and coordinate with the Department of Public Safety DUI checkpoints and saturation patrols during Graduation Week.

c) DPS will conduct saturation patrols at high school events.

PM: Reports indicate a reduction in youths discovered drinking and driving.

There is a decrease in youths involved in traffic crashes.

There are no youth fatalities from alcohol related crashes in FY 2006.

Reports of all YA activities are submitted to the Office of Highway Safety and the NHTSA Western Region Office.

Goal 3: The OHS/YA Program will focus public awareness on youths and the dangers of drinking and driving.

Objectives:

a) OHS will coordinate with the D.A.R.E. Program and Department of Human Social Service to conduct anti-drinking rallies at high schools.

b) OHS will continue to run anti drunk driving spots on local television and radio stations.

c) Distribute pamphlets and brochures as public awareness campaign.

PM: Reports submitted to OHS and NHTSA on attendance at rallies.

YA will conduct Surveys of youths on aggressiveness of YA public awareness.

**SECTION 405 SPECIAL OCCUPANT PROTECTION FUND
J2 06-11**

Problem Statement

Occupant restraint and child restraint passenger safety have been an increasing problem for the OHS in the past year. American Samoa's seatbelt and child passenger safety seat roadside survey's reported low usage of seatbelt and CPS seats. Numerous factors were the cause of the low usage; 1) the lack of enforcement; 2) the timely manner in purchasing CPS seats for the OHS CPS Subsidy Program; and 3) lack of public awareness.

In recent years DPS/OHS OP Program Roadside Survey's revealed that seatbelt usage in American Samoa had decreased to less than 20%. The increase by DPS of the enforcement of seatbelt law in 1999, increase the usage to 29%, in the year 2000, roadside survey showed an increase to 36% usage. In FY 2001, roadside survey showed seatbelt usage at 39% and in FY 2002 the usage percentage was at 44%. In FY 2003 seatbelt usage increased steadily to 51%, usage remained at 51% in FY 2004. Although, the seat belt usage is still very low as compared to the national average, it is a good sign that OHS and DPS are making head way towards the right direction.

Problem Identification Process

The Office of Highway Safety conducts periodical seat belt roadside surveys to monitor seat belt and child safety usage. Returned traffic citation slips from the American Samoa District Court are tallied by the Office of Highway Safety to obtain data on the enforcement of seat belt and child safety seat.

Problem Solution:

Goal 1: The Office of Highway Safety will coordinate with the Department of Public Safety the continuation of aggressive enforcement for American Samoa's Primary Seat Belt and Child Passenger Safety Seat laws in FY 2006.

Objectives:

- a) The Office of Highway Safety will coordinate with DPS OP enforcement strategies for FY 2006.
- b) OHS will fund overtime for off-duty police officers involved in seat belt enforcements in FY 2006.

PM: The Office of Highway Safety will monitor seat belt enforcement by analyzing seat belt citations issued by local police officers during regular duties and special enforcements.

OHS will conduct seat belt roadside surveys to analyze the effectiveness of the seat belt enforcements.

Goal 2: The Office of Highway Safety will continue its OP public awareness campaigns to ensure that the public is well informed on OP issues and programs.

Objectives:

a) The Office of Highway Safety will continue to broadcast seat belt safety messages on local television and radio stations.

b) OHS will distribute public awareness materials at government agencies and at local rallies to promote seatbelt and child passenger safety seat usage.

PM: OHS will conduct a roadside questionnaire survey to monitor the effectiveness of the promotional campaigns and public awareness messages.

**2003(b) SPECIAL CHILD PASSENGER SAFETY INCENTIVE GRANT
J3 06-12**

Problem Statement

The recent increase of seatbelt enforcement by DPS has opted the public to seek OHS concerning availability of child passenger safety seats. OHS has initiated the CPS Subsidy Program to assist the public in obtaining CPS. In 1999, roadside survey revealed CPS seat usage at below 5%. CPS seat usage slightly climbed to 9% usage in 2001, in FY 2002 CPS seat usage climbed to 16%. In FY 2003, the CPS seat usage steadily increased to 21% and continued to increase to 26% in FY 2004.

Most motorists are still not using child passenger safety seats for their children under the age of 4 years old. The problem is still in the absence of aggressive enforcement, public awareness and education. The Office of Highway Safety needs to utilize Section 2003(b) funds to increase training of new CPS technicians and establish CPS Fitting Stations.

Problem Identification Process

The Office of Highway Safety performs roadside seat belt and child seat safety surveys to monitor the usage rate in American Samoa. OHS also collects and analyzes police citations to monitor seat belt and child passenger safety seat enforcement.

Goal 1: In order for OHS to educate the public on CPS it needs to certify personnel as CPS Technicians. These Technicians can educate other personnel and conduct inspections at Fitting Stations and special planned OP enforcements.

Objectives:

- a) The Office of Highway Safety will fund to send four personnel off-island to be certified as CPS Technicians.
- b) Local CPS Technicians will train Fire Fighters, EMT, Nurses, and other people on the proper installation CPS seats during FY 2006.
- c) CPS Technicians will inspect CPS seats at Fitting Stations and special OP enforcements during FY 2006.

PM: Local police officers are certified as CPS Technicians from off-island.

The list of local personnel trained by local certified CPS Technicians are submitted in a report to OHS and the NHTSA Western Region Office.

Activity reports are submitted to OHS and the NHTSA Western Region Office on the number of vehicles with CPS Seats inspected by certified local CPS Technicians.

There is an increase in the usage of CPS Seats based on roadside surveys.

Goal 2: The Office of Highway Safety will fund and establish Child Passenger Safety Seat Fitting Station on island.

Objectives:

a) OHS and DPS will conduct fitting stations at established locations throughout American Samoa.

b) OHS will fund for materials and equipment to be utilized for establishing mobile fitting stations at different locations within American Samoa.

PM: OHS will monitor attendance of the public at the established fitting stations.

A report listing materials and equipments purchased for fitting stations are submitted to OHS and the NHTSA Western Region Office.

OHS will submit an activity report concerning implementation of mobile fitting stations.

Goal 3: The Office of Highway Safety will purchase and maintain public awareness and educational materials to be handed at fitting stations and CPS Classes.

Objectives:

a) OHS will provide child passenger safety materials for CPS Training conducted locally by local police officers.

b) The Office of Highway Safety will purchase materials to educate the public in the importance of the use of child passenger safety seats.

c) OHS will continue to distribute public awareness materials to educate the public in the importance of the use of child safety seats.

PM: Training materials are purchased and distributed for CPS Training.

OHS reports distribution of promotional materials and its impact to the NHTSA Western Region Office.

Goal 4: The Office of Highway Safety will utilize funds to purchase CPS seats for the CPS Subsidy Program.

Objectives:

a) OHS will purchase CPS seats from local retail stores to be purchased by the public under the CPS Subsidy Program.

b) Certified CPS Technicians will educate the public under the CPS Subsidy Program in the proper installation of CPS seats in vehicles.

PM: The OP Manager will monitor and document the sale and distribution of CPS seats through the CPS Subsidy Program and submit a progress report to OHS and the NHTSA Western Region Office.

OP roadside surveys reveal the progress of the CPS Subsidy Program

There is an increase in the number of motorist utilizing CPS seats for children under the age of 4 riding in motor vehicles.

**SECTION 411 TRAFFIC RECORDS INCENTIVE GRANT
J9 06-13**

Problem Statement

American Samoa's traffic records system requires major upgrading. The methods used by the Office of Motor Vehicles (OMV) to maintain its driver license and vehicle registration records have gone unchanged in the past 10 years. No funds are available from the American Samoa Government for any upgrade.

In 1999, federal grants from the TEA-21 Section 411 Grant were made available for states and territories to improve their Traffic Records System. The Office of Highway Safety has made very little progress in improving American Samoa's Traffic Records System because of the following reasons; 1) The inability of the Traffic Records Coordinating Committee to meet and discuss improvement issues; 2) the inability of the different agencies to submit a software that best meet their needs; and 3) the slow process of the American Samoa Government to procure purchases.

Problem Identification Process

The Office of Highway Safety will monitor its traffic records by assessing the status of American Samoa's Traffic Records. Various Government agencies will have secure and easy access to traffic records. OHS will also monitor if the police officers are receiving up to date traffic information when request.

Problem Solution:

Goal 1: The Office of Highway Safety will take an aggressive lead to ensure that American Samoa's Traffic Records System is upgraded in FY 2006.

Objectives:

- a) The Office of Highway Safety will ensure that the TR Coordinating Committee meets no less then four times during FY 2006.

- b) OHS will purchase materials and supplies for the Traffic Records Coordinating Committee meeting.

- c) The Office of Highway Safety will work closely with ASG agencies to ensure that TR Projects are submitted and flow through proper channels in a timely manner.

PM: The TR Coordinating Committee conducts at least four meeting during FY 2006.

Traffic Records projects planned in FY 2006 are implemented and accomplished.

Goal 2: The Office of Highway Safety will work closely with ASG Government agencies involved in traffic records to ensure that database software are selected, purchased, and installed in FY 2006.

Objective:

- a) A database program for Driver Licensing and Vehicle Registration is established for the Office of Motor Vehicle (OMV).
- b) The American Samoa District Court establishes a database for their Traffic Citations and driver history data.
- c) The OMV is networked with the American Samoa District Court and Police Dispatch.
- d) The Emergency Medical Services (EMS) will obtain and implement a traffic crash injury database.

PM: Police officers on the field are able to acquire updated driver license and vehicle registration information.

Police officers are able to obtain driver history and bench warrant information from Police Dispatch.

The Office of Highway Safety can access the District Court 's traffic record database to retrieve traffic citation data.

The Office of Highway Safety is able to obtain traffic crash injury data from the Emergency Medial Services.

The Office of Motor Vehicle, District Court, and EMS all have workable databases to store their respective data information.

Goal 3: The Office of Highway Safety will keep the database updated by purchasing software and hardware equipment to upgrade and expand the usage of the TR databases.

Objectives:

- a) The Office of Highway Safety will purchase computer hardware to enable personnel and departmental sections to utilize the Traffic Records database.

- b) OHS will fund for the upgrade of American Samoa's Traffic Crash Records System.
- c) OHS will purchase software to enable American Samoa to upgrade their TR databases.
- d) The Office of Highway Safety will purchase equipment and supplies to be used for obtaining traffic data.

PM: American Samoa's traffic data system is kept upgraded.

Authorized personnel are able to obtain traffic records data.

Agencies are equipped with supplies and equipment that will allow them to obtain American Samoa's traffic records data.

Goal 4: The Office of Highway Safety will fund for training and technical support for the maintenance of American Samoa's Traffic Records System.

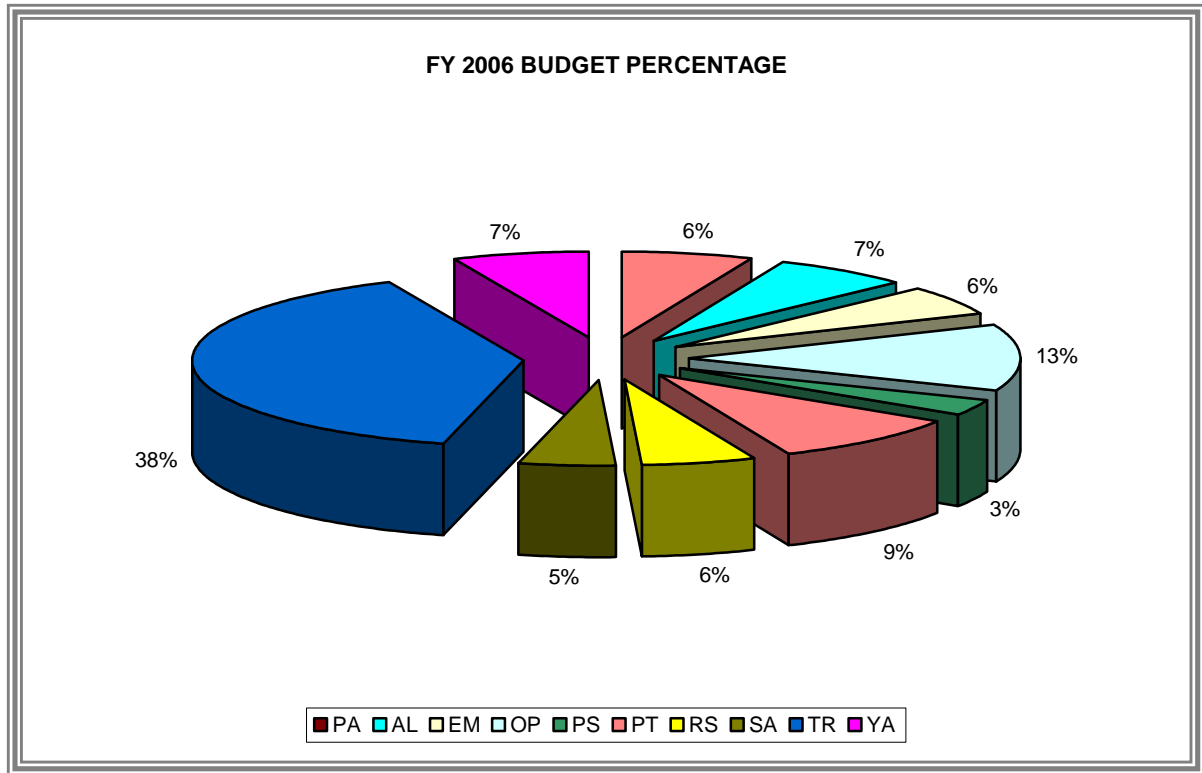
Objectives:

- a) The Office of Highway Safety will send two departmental computer technicians to be trained in Microsoft courses.
- b) Off-island computer technicians will assist and assess American Samoa's Traffic Records Data System.

PM: Local computer technicians are able to upgrade and maintain American Samoa's Traffic Records Data.

Off-island computer technicians will assist American Samoa's technicians and provide an assessment of American Samoa's Traffic Records Data System and provide a report to OHS and the NHTSA Western Region Office.

HIGHWAY SAFETY FY 2006 BUDGET



BUDGET SUMMARY

Planning & Administration	\$ 77,449.00
Alcohol Enforcement	\$ 81,992.00
Emergency Medical Services	\$ 68,000.00
Occupant Protection	\$ 84,791.00
Pedestrian Safety	\$ 34,907.00
Police Traffic Services	\$ 114,014.00
Road Safety	\$ 70,000.00
Safety Communities	\$ 57,686.00
Traffic Records	\$ 42,609.00
Youth Alcohol	\$ 82,158.00
Section 405(a)	\$ 25,831.00
Section 2003(b)	\$ 42,200.00
Section 411	\$ 435,625.00
 Grand Total	 \$1,211,262.00

**PLANNING AND ADMINISTRATION
PA 06-01**

Activity 1	:	OHS/PA Program will share the cost for the salary of the OHS Coordinator with the YA Program and SA Program. The OHS Coordinator will coordinate the administering and monitoring Of Highway Safety Programs.	
	a.	Prorated salary	<u>10,312.00</u>
	b.	Indirect cost 28.23%	<u>2,912.00</u>
	c.	Fringe benefit 16.20%	<u>1,671.00</u>
		Total PA salary shared cost	\$14,895.00
Activity 2	:	The Office of Highway Safety will fund for the salary of a Financial officer who will be responsible for purchasing, procurement, inventory, drawdowns, and management of Highway Safety funds	
	a.	Salary	<u>12,500.00</u>
	b.	Indirect cost 28.23%	<u>3,529.00</u>
	c.	Fringe Benefits 16.20%	<u>2,025.00</u>
		Total PA salary shared cost	\$18,054.00
Activity 3.	:	The GR and OHS Coordinator will attend the Annual Governor's Highway Safety Association Conference in FY 2006.	
	a.	Airfare x 2 per.	<u>4,000.00</u>
	b.	Per diem x 2 per. x 10 days	<u>3,900.00</u>
	c.	fee x 2 per.	<u>1,000.00</u>
		Total travel estimated cost	\$ 8,900.00
Activity 4.	:	OHS will send two financial staff members to attend a NHTSA approved Highway Safety Audit Course offered by TSI in Oklahoma City, Oklahoma in FY 2006.	
	a.	Airfare x 2 per.	<u>4,000.00</u>
	b.	Per diem x 2 per. x 10 days	<u>2,800.00</u>
	c.	fee x 2 per.	<u>3,100.00</u>
		Total travel estimated cost	\$ 9,900.00
Activity 5.	:	The Office of Highway Safety will fund for three staff members to attend the NHTSA Western Region Partnership Meeting to by held in San Diego, California in FY 2006.	
	a.	Airfare x 3 pers.	<u>6,000.00</u>
	b.	Per diem x 3 pers. x 10 days	<u>4,200.00</u>
		Total travel estimated cost	\$ 10,200.00

Activity 6. : The American Samoa Office of Highway Safety will continue its Membership with the Governor's Highway Safety Association (GHSA).

Total estimated fee cost \$ 2,500.00

Activity 7. : The OHS will maintain a long distance phone line, fax, postal cost, E-Mail to communicate with the NHTSA Western Region Office and correspond with other highway safety partners.

Total estimated communication cost \$ 5,000.00

Activity 8. : OHS/PA will purchase office supplies and equipment to continue OHS daily office activities.

Total estimated cost \$ 3,000.00

Activity 9. : The PA Program will contract a local janitorial company to ensure maintenance of the OHS office.

Total estimated contractual cost \$5,000.00

TOTAL ESTIMATED PA FY 2006 PROGRAM COST \$ 77,449.00

**ALCOHOL ENFORCEMENT
AL 06-02**

Activity 1. : OHS will fund for the overtime for off-duty police officers will conduct the Annual Drunk and Drugged Driving (3D) Prevention Month Holiday Season DUI Sobriety Check Points and Saturation patrols. Fifteen police officers will conduct 14 days of DUI Enforcement in December 2005.

a.	Overtime cost	<u>24,640.00</u>
b.	Indirect cost 28.23%	<u>6,956.00</u>
c.	Fringe benefits 16.20%	<u>3,992.00</u>

Total estimated overtime cost **\$ 35,588.00**

Activity 2. : Monthly DUI Sobriety Check Points will be conducted by the DPS Traffic Division to increase DUI enforcement in FY 2006.

a.	Overtime cost	<u>16,896.00</u>
b.	Indirect cost 28.23%	<u>4,770.00</u>
c.	Fringe benefit 16.20%	<u>2,738.00</u>

Total estimated overtime cost **\$ 24,404.00**

Activity 3. : The AL Program will maintain the RBT IV Intoximeter Breathalyzers by purchasing accessories and supplies to continue DUI enforcement operations.

Total estimated cost **\$ 2,000.00**

Activity 4. : OHS/AL Program will purchase checkpoint safety equipment to ensure the safety of the police officers conducting DUI Sobriety Check Points.

Total training material estimated cost **\$ 8,000.00**

Activity 5. : OHS/AL will purchase materials and supplies to provide local S/FST and RBT IV Intoximeter Training.

Total estimated cost **\$ 2,000.00**

Activity 6. : The Office of Highway Safety will continue to purchase materials for DUI public awareness.

Total estimated cost **\$ 10,000.00**

TOTAL ESTIMATED AL FY 2006 PROGRAM COST **\$ 81,992.00**

EMERGENCY MEDICAL SERVICES
EM 06-03

Activity 1.	:	The EM Program will send two EMT's off-island to attend the Extrication Course.	
	a.	Airfare x 2 EMT	<u>4,000.00</u>
	b.	Per Diem x 2 pers. x 10 days	<u>2,800.00</u>
	c.	500 fee x 2 EMT	<u>1,000.00</u>
		Total travel estimated cost	\$ 7,800.00
Activity 2.	:	The EM Program will send two EMT off-island to be re-certified in the EVOC.	
	a.	Airfare x 2 EMT	<u>4,000.00</u>
	b.	Per Diem x 2 EMT x 10 days	<u>3,200.00</u>
	c.	Fee	<u>1,600.00</u>
		Total travel estimated cost	\$ 8,800.00
Activity 3.	:	The EM Program will fund for two EMT to attend a off-island First Response Training.	
	a.	Airfare x 2 EMT	<u>4,000.00</u>
	b.	Per Diem x 2 EMT x 10 days	<u>2,800.00</u>
	c.	Fee x 2 EMT	<u>1,000.00</u>
		Total travel estimated cost	\$ 7,800.00
Activity 4.	:	OHS will fund for an EMS personnel to attend the Lifesavers Conference in FY 2006.	
	a.	Airfare	<u>2,000.00</u>
	b.	Per Diem x 1 pers. X 10 days	<u>1,600.00</u>
	c.	Lifesavers fee	<u>500.00</u>
		Total estimated cost for travel	\$ 4,100.00
Activity 5.	:	The EM Program will purchase materials and supplies to conduct local EVOC Training.	
		Total material estimated cost	\$ 4,500.00
Activity 6.	:	The EM Program will purchase materials and supplies to conduct local CPR and First Aid certification.	
		Total material and supply estimated cost	\$ 3,000.00
Activity 7.	:	The EM Program will purchase materials and supplies to promote EMS public awareness.	
		Total estimated material cost	\$ 3,000.00
Activity 8.	:	EMS will purchase office supplies for their daily operations.	
		Total estimated cost	\$ 4,000.00

Activity 9.	:	EMS will purchase safety equipment to allow them to perform their duties at traffic crash sites.	
		Total estimated cost	\$ 10,000.00
Activity 10.	:	EMS will utilize funds to assist in the purchasing of an emergency response vehicle. Highway Safety will fund 25% for a emergency response vehicle.	
		Highway Safety 25% share	\$ 15,000.00
TOTAL ESTIMATED EM FY 2006 PROGRAM COST			68,000.00

**OCCUPANT PROTECTION
OP 06-04**

Activity 1.	:	OHS/OP Program will fund for the salary of the OP Manager to Coordinate and monitor the OP Program.	
	a.	Salary	<u>20,323.00</u>
	b.	Indirect cost 28.23%	<u>5,738.00</u>
	c.	Fringe benefits 16.20%	<u>3,293.00</u>
		Total OP manager salary cost	\$ 29,354.00
Activity 2.	:	The Office of Highway Safety will fund for an assistant to assist the OP Manager in improving the seat belt and child safety seat usage in American Samoa.	
	a.	Salary	<u>15,000.00</u>
	b.	Indirect cost 28.23%	<u>4,376.00</u>
	c.	Fringe benefits 16.20%	<u>2,511.00</u>
		Total OP Assistant salary cost	\$ 22,387.00
Activity 3.	:	OHS will fund three personnel to attend the Lifesavers Conference to be held in Austin, Texas in FY 2006.	
	a.	Airfare x 3 pers.	<u>6,000.00</u>
	b.	Per Diem x 10 days x 3 pers.	<u>4,000.00</u>
	c.	Lifesavers Conference fee x 3 pers.	<u>1,500.00</u>
		Total estimated travel cost	\$ 11,500.00
Activity 4.	:	The OP Manager will attend the NHTSA Partnership Meeting to be held in San Diego, CA. in FY 2006.	
	a.	Airfare	<u>2,000.00</u>
	b.	Per Diem x 7 days	<u>1,500.00</u>
		Total estimated travel cost	\$ 3,500.00
Activity 5.	:	The OP Program will purchase and distribute materials and brochures to promote the usage of occupant restraints and child passenger safety seats	
		Total estimated cost of material	\$ 10,000.00
Activity 6.	:	OHS will purchase CPS seats to promote Child Passenger Safety by continuing the CPS Subsidy Program.	
		Total cost for equipment	\$ 5,000.00
Activity 7.	:	The OP Program will purchase equipment and office supplies for use in daily office operations.	
		Total cost of equipment and supplies	\$ 3,000.00
TOTAL ESTIMATED OP FY 2006 PROGRAM COST			\$84,791.00

**PEDESTIRAN SAFETY
PS 06-05**

Activity 1.	:	The PS Program will fund for a police officer to monitor and Coordinate the Pedestrian Safety Program.	
	a.	Salary	<u>17,937.00</u>
	b.	Indirect cost 28.23%	<u>5,064.00</u>
	c.	Fringe benefits 16.20%	<u>2,906.00</u>
		Total salary cost	\$ 25,907.00
Activity 2.	:	The PS Program will purchase safety equipment and materials to utilize the School Safety Program.	
		Total estimated safety equipment cost	\$ 5,000.00
Activity 3.	:	The PS Program will purchase educational materials to be used to Promote the pedestrian safety program to the public.	
		Total estimated material cost	\$ 3,000.00
		TOTAL ESTIMATED PS FY 2006 PROGRAM COST	\$ 34,907.00

**POLICE TRAFFIC SERVICES
PT 06-06**

Activity 1.	:	The PT Program fund overtime for the DPS Traffic Division to conduct a bi-monthly speed enforcements.	
	a.	Overtime cost	<u>16,128.00</u>
	b.	Indirect cost 28.23%	<u>4,553.00</u>
	c.	Fringe benefits 16.20%	<u>2,613.00</u>
		Total estimated Enforcement cost	\$ 23,294.00
Activity 2.	:	OHS will purchase two Police Motorcycles to be utilized in traffic enforcement.	
		Total Police Motorcycle costs	\$36,000.00
Activity 3.	:	The PT Program will purchase three Kustom Talon II Radars to assist the Traffic Division in speed enforcement. <i>This project was approved in the FY 2005 HSP, it is being continued in the FY 2006 HSP.</i>	
		Total Radar cost	\$ 8,000.00
Activity 4.	:	OHS will contract IPTM Instructors to conduct a Radar Instructor Certification to certify local police officers as Certified Radar Instructors.	
		Total estimated course cost	\$ 12,000.00
Activity 5.	:	The PT Program will fund for two police officers to attend the Northwestern Institute Police Motorcycle Instructor Certification Course.	
	a.	Airfare x 2 ofcrs.	<u>4,000.00</u>
	b.	Per Diem x 2 ofcrs. x 17 days	<u>3,920.00</u>
	c.	Course fee	<u>5,000.00</u>
		Total estimated travel cost	\$ 12,920.00
Activity 6.	:	The PT Program will purchase materials and supplies to certify local police as Kustom Radar Operators.	
		Total estimated training cost	\$ 2,800.00
Activity 7.	:	The PT Program will fund for communication and safety equipment to be used by the Traffic Division Motorcycle Unit.	
		Total cost for equipment	\$ 10,000.00

Activity 8. : The PT Program will purchase office equipment and supplies to
continue their daily operations.

Total cost of supplies and equipment \$ 3,000.00

TOTAL ESTIMATED PT FY 2006 PROGRAM COST \$ 114,014.00

**ROAD SAFETY
RS 06-07**

Activity 1. : The ASG Department of Public Works (DPW) will sub-contract
A local company to stripe lanes and mark crosswalks on
Designated highways in American Samoa.

Total contractual services	\$ 70,000.00
 TOTAL ESTIMATED RS FY 2006 PROGRAM COST	 \$ 70,000.00

**SAFE COMMUNITIES
SA 06-08**

Activity 1.	:	The OHS/SA Program will fund for the salary for a Program Manager for the safe communities program. The SA Program will be responsible for the monitoring of SA Activities.	
	a.	Program shared salary	<u>12,317.00</u>
	b.	Indirect cost 28.23%	<u>3,478.00</u>
	c.	Fringe benefits 16.20%	<u>1,996.00</u>
		Total SA salary cost	\$ 17,791.00
Activity 2.	:	The OHS/SA Program will share the salary cost for the OHS Coordinator with the PA and YA Programs.	
	a.	SA Program shared salary	<u>10,312.00</u>
	b.	Indirect cost 28.23%	<u>2,912.00</u>
	c.	Fringe benefits 16.20%	<u>1,671.00</u>
		Total SA shared salary cost	\$ 14,895.00
Activity 3.	:	The Office of Highway Safety will fund to purchase materials for public awareness for the 3D Drunk, Drugged, Driving Prevention Month during December 2005.	
		Total estimated cost	\$ 10,000.00
Activity 4.	:	The SA Program will fund media spots for the 3D activities for the month of December 2005.	
		Total estimated promotional material cost	\$ 3,000.00
Activity 5.	:	The SA Program will purchase materials to promote public awareness for traffic safety.	
		Total estimated cost	\$ 10,000.00
Activity 6.	:	The SA Program will purchase office supplies and materials to conduct Safe Community daily activities.	
		Total estimated supplies cost	\$ 3,000.00
		TOTAL ESTIMATED SA FY 2006 PROGRAM COST	\$ 57,686.00

**TRAFFIC RECORDS
TR 06-09**

Activity 1.	:	The TR Program will fund for the salary of a statistician to prepare Data for the American Samoa Traffic Crash Data System.	
	a.	Salary	<u>20,500.00</u>
	b.	Indirect cost 28.23%	<u>5,788.00</u>
	c.	Fringe benefits 16.20%	<u>3,321.00</u>
		Total salary cost	\$ 29,609.00
Activity 2.	:	The TR Program will purchase supplies for OMV to maintain The data collection of Driver License and Vehicle Registration Records.	
		Total estimated supply cost	\$ 5,000.00
Activity 3.	:	The TR Program will purchase supplies for the DPS Records Division to maintain the collection and recording of traffic Records.	
		Total estimated supply cost	\$ 3,000.00
Activity 4.	:	The TR Program will purchase computer hardware and software to Upgrade computers utilized to collect and maintain TR Data Records.	
		Total estimated cost	\$ 5,000.00
TOTAL ESTIMATED TR FY 2006 PROGRAM COST			\$ 42,200.00

**YOUTH ALCOHOL
YA 06-10**

Activity 1. : The YA Program will fund for the salary of YA Program Manager. The YA Manager will be responsible for coordinating the YA Program and submitting reports.

a.	Salary cost	<u>20,323.00</u>
b.	Indirect cost 28.23%	<u>5,738.00</u>
c.	Fringe benefits 16.20%	<u>3,293.00</u>
Total YA manager salary cost		\$ 29,354.00

Activity 2. : OHS/PA Program will share the cost for the salary of the OHS Coordinator with the YA Program and SA Program. The OHS Coordinator will coordinate the administering and monitoring of Highway Safety Programs.

a.	Prorated salary cost	<u>10,312.00</u>
b.	Indirect cost 28.23%	<u>2,912.00</u>
c.	Fringe benefits 16.20%	<u>1,671.00</u>
Total Coordinator prorated salary		\$ 14,895.00

Activity 3. : The DPS Traffic Division will conduct its Annual Graduation Week Safety Check Point to minimize the number of highway School graduates celebrating and driving on the roadways.

a.	Overtime cost	<u>20,323.00</u>
b.	Indirect cost 28.23%	<u>5,738.00</u>
c.	Fringe benefit 16.20%	<u>3,293.00</u>
Total estimated overtime cost		\$ 29,354.00

Activity 4. : OHS will coordinate Senior High School rallies with other governmental agencies to minimize the number of Seniors drinking and driving on our highways.

Total estimated YA rally cost	\$ 6,000.00
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Activity 5. : OHS will fund for awareness materials for Out Reach Programs aimed at reducing youth drinking and driving.

Total cost of project	\$ 5,000.00
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TOTAL ESTIMATED YA FY 2006 PROGRAM COST **\$ 82,158.00**

**OP SECTION 405(a) INCENTIVE GRANT
J2 06-11**

Activity 1	:	The Office of Highway Safety will fund overtime for police officers to conduct seatbelt and CPS enforcement.	
		a) Overtime	<u>15,807.00</u>
		b) Indirect cost	<u>4,463.00</u>
		c) Fringe benefits	<u>2,561.00</u>
		Total cost	\$ 22,831.00

Activity 2.	:	The OP Program will purchase brochures, pamphlets and other materials to promote seat belt and child passenger seat usage in American Samoa.	
		Total public awareness	\$ 3,000.00

TOTAL ESTIMATED J2 FY 2006 PROGRAM COST	\$ 25,831.00
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**OP SECTION 2003(b) INCENTIVE GRANT
J3 06-12**

Activity 1. : The OP Program will utilize J3 funds to send three police officers Off-island to be certified as CPS Technicians.

a.	Airfare x 4 pers.	<u>8,000.00</u>
b.	Per Diem x 4 pers. x 10 days	<u>11,200.00</u>

Total travel cost **\$ 19,200.00**

Activity 2. : The OP Program will utilize J2 funds to purchase supplies and materials to conduct local CPS Technicians courses.

Total training cost **\$3,000.00**

Activity 3 : The OP Program will purchase brochures, pamphlets, and other materials to promote seat belt and child passenger seat usage in American Samoa.

Total public awareness **\$5,000.00**

Activity 4 : The OP Program will fund for materials and equipment to establish Fitting Stations at various locations in American Samoa.

Total cost **\$5,000.00**

Activity 5. : The OP Program will purchase CPS seats to continue the Child Passenger Safety Subsidy Program.

Total training material cost **\$10,000.00**

TOTAL ESTIMATED J3 FY 2006 PROGRAM COST **\$ 42,200.00**

**SECTION 411 INCENTIVE GRANT
J9 06-13**

Activity 1. : The OMV, High Court and Police Dispatch will be networked to share traffic information data. Funds will be allocated to establish linkage.

Estimated linkage cost \$25,000.00

Activity 2. : OHS will fund for a software and hardware to improve American Samoa's Driver Licensing and Vehicle Registration files and data system. *This project was approved in the FY 2005 HSP, it is being continued in the FY 2006 HSP.*

Total estimated cost of OMV hardware and software \$110,000.00

Activity 3. : The TR Program will utilize Section 411 Funds to purchase computer hardware and software to improve crash injury data collected by the EMS. *This project was approved in the FY 2005 HSP, it is being continued in the FY 2006 HSP.*

Total estimated cost of EMS hardware and software \$110,000.00

Activity 4. : OHS will use Section 411 Funds to upgrade the High Courts traffic citation data system. *This project was approved in the FY 2005 HSP, it is being continued in the FY 2006 HSP.*

Total estimated cost of Court hardware and software \$110,000.00

Activity 5. : The TR Program will send two computer programmers to attend Microsoft Courses. The Programmers will modify and upgrade American Samoa's TR software.

- a. Airfare x 2 pers. 6,000.00
- b. Per diem x 2 pers.x 21 days 5,880.00
- c. Course fee 13,745.00

Total travel cost \$25,625.00

Activity 6. : TR Program will purchase computer hardware and accessories to assist in the collecting of American Samoa's traffic records data.

Estimated equipment cost \$30,000.00

Activity 7. : OHS will use Section 411 Funds to purchase office supplies to be used to document Traffic Record Meetings and reports.

Estimated cost of supplies \$3,000.00

Activity 8. : TR Program will contract a NHTSA Western Region approved TR Assessment Group to assess American Samoa's upgraded Traffic Records System.

Estimated cost \$16,000.00

Activity 9. : TR Program will utilize J9 funds to upgrade the BETA Traffic
Crash Report System presently used by the American Samoa
Department of Public Safety.

Estimated cost of upgrade **\$ 6,000.00**

TOTAL ESTIMATED J9 FY 2006 PROGRAM COST **\$ 435,625.00**